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FOR SALE.—New Orthophone Cabinet, excellent tone. Can play eight records at one winding. Price only \$150. Apply Box No. 541 c/o "China Mail."

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Appearance is everything to a woman and certainly permanent hair waves done by Mrs. Beton (late of Hong Kong Hotel) improves this greatly. 2, Pratt's Building, Kowloon. Tel. K. 945.

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PRIVATE LESSONS in English and French; violin and piano; stenography and typewriting. Easy conditions. Apply to 6, Aimal Villas, Kowloon.

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WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY (Camb. Higher Local). (Camb. Teachers' Diploma). MISS GERTRUDE TURNER (National Froebel Higher Certificate).

LADIES! WHY SHOULD YOU BE EMBARRASSED BY PIMPLES.

Pimples and all skin diseases are easily cured by Poo On Chinese Herb treatment.

POO ON CHINESE HERBS CO. 66, Queen's Road Central.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO. LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Sunco, from Bradford. Evictors, from Shanghai. Dahlen, Savoy Hotel, from Manila.

Mrs. R. C. Pervival, "Empress of Russia," from Tsingtao. E. V. JESSEN, Superintendent. Hong Kong, 10th May, 1928.

A REAL BARGAIN.

THE OLD ORIGINAL CHEFOO STAMPS

UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519

c/o "China Mail"

NOTICES.

NOTICE.

WE have THIS DAY authorised Mr. G. U. da ROCHA and Mr. L. A. da ROCHA to sign our firm jointly per procurator.

J. M. DA ROCHA & CO.
Hong Kong, 15th May, 1928.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on THURSDAY, the 17th May, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1927.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.
Hong Kong, 26th April, 1928.

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN

that the SIXTH ORDINARY YEARLY MEETING of Shareholders will be held at the Office of the Company, Exchange Building, Des Voeux Road, Hong Kong, on SATURDAY, 19th May, 1928, at 12 noon.

The TRANSFER BOOKS of the Company will be CLOSED from 9th May, 1928 to 19th May, 1928, both days inclusive.

By Order of the Board of Directors.

S. J. JORDAIN,
Secretary.
Hong Kong, 2nd May, 1928.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON THURSDAY, the 17th May, 1928, commencing at 2.45 p.m., at No. 6, Knutsford Terrace, Kimberley Road, Kowloon,

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—Teak Hatstands, Chesterfield Couch and Chairs, Teak Chests of Drawers, Teak Book Cases, Teak Wardrobe with Bevelled Mirrors, Teak Dining Tables, Dining Chairs, Teak Bedsteads with Mattresses, Marble Top Washstands, Curtains, Linen, Pictures, Brass Ware, Ornaments, Carpets, Rugs, etc., etc.

also A Quantity of Blackwood Furniture and

A Few Enamelled Baths. Catalogues will be issued.

On View from Wednesday, the 16th May, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.
Hong Kong 11th May, 1928.

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

NOTICES.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of Members will be held in the Jockey Club Room, Hong Kong Club Annex, on TUESDAY, 28th May, 1928, at 5.15 p.m.

By Order,

H. R. FORSYTH,
Acting Secretary.
Hong Kong, 15th May, 1928.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FIFTH EXTRA RACE MEETING to be held on SATURDAY, 26th May and on MONDAY, 28th May, 1928 (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables.

Entries will CLOSE at 6 p.m. on WEDNESDAY, 16th May, 1928.
Hong Kong, 11th May, 1928.

VICKERS LIMITED.

Vickers Limited, the world-famous British armament, steel, and shipbuilding firm have just issued their balance-sheet for the year ended December 31, 1927.

The net trading profits for 1927 were £1,275,995 compared with £846,072 in 1926, and a dividend of 8 per cent. on the Ordinary share capital is to be paid.

The assets of Vickers, Limited, and its subsidiary companies amount to £24,001,001 of which £6,124,509 is in cash and Government securities, and £4,185,254 in various other investments valued at cost or market price, whichever is the lower.

As from January 1, 1928, the main trading activities have been transferred to Vickers-Armstrongs, Limited, a company in which Vickers, Limited hold two thirds of the share capital. Vickers-Armstrongs, Limited have also acquired from Sir W. G. Armstrong, Whitworth and Co., Limited, their armament, shipbuilding, and engineering works at Elswick and Openshaw, and the naval shipbuilding yard on the Tyne.

PHOTO-SUPPLIES

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NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

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Our men are employed by the leading passenger lines. We guarantee satisfaction.

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QUICKEST SERVICE
IN
DEVELOPING, PRINTING,
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ICE HOUSE STREET,
(BEHIND HONG KONG
ELECTRIC CO. SHOWROOM)

ITALY AND TURKEY.

MUSSOLINI'S TALK WITH ENVOY.

BETTER RELATIONS.

The conversations which have been taking place at Milan between Signor Mussolini, accompanied by the political Under-Secretary at the Italian Foreign Office, Signor Grandi, and Tewfik Ruzhdi Bey, the Turkish Foreign Minister, are of exceeding interest. They may neither aim at, nor result in, the immediate conclusion of a formal Treaty of Friendship and Neutrality, or of Arbitration and Conciliation, between Italy and Turkey, although portions of such a programme might conceivably assume early and concrete shape, given the creation of the requisite atmosphere. For the moment the question is whether Italo-Turkish relations, which for the past two or three years had been characterised, on the Turkish side, by acute suspicion and fear—lest Italy should seek to establish by force an outlet for her surplus population in Anatolia—will undergo a complete transformation.

This might be brought about in one way only. That is, if Angora would relax its hitherto violent hostility to all foreign influence, economic penetration, and even Treaty rights, in favour of a special collaboration with Italian capital and commerce, shipping and other technical experts. In varying and still limited measures Italy has endeavoured and succeeded in recent years in developing relations of this character in both Roumania and Greece.

The incentive, in Turkey's case, is equally great, if not greater. This is explained by Italy's maritime expansion in the Black Sea (she is now only a little behind Great Britain in the matter of the total tonnage which passes through the Straits), and by the numerical strength of her nationals and ex-protégés at Constantinople, Smyrna, and in other coastal regions. Moreover, Italy, since the advent of the Mussolini regime, has shown herself resolute in defending against Turkish encroachments the Treaty rights of her subjects in Turkey.

Securing Italian Good Will.

Angora may, therefore, be glad to secure Italian goodwill at an economic price, both literally and figuratively. In this case, the resultant bargain, although intrinsically a business one, would be latent with far-reaching political consequences in the international domain. The marked predilection shown by the Turks for German and other ex-enemy and ex-neutral expert assistance, or again, for French armaments and financial houses, would be superseded by one for Italian advice and co-operation in these various fields. The tendency, encouraged by France, towards a Serbo-Turkish alliance, would disappear.

Roumanian-Turkish relations have latterly been fairly smooth. Those, however, between Turkey and Greece, have frequently been strained. An Italo-Turkish rapprochement, in the present circumstances, would facilitate settlement of Greco-Turkish differences. Thus, eventually, the Palazzo Chigi might hope to assure itself beforehand, in the event of a European emergency, of the neutrality of Turkey and Greece, in addition to that of Roumania and Bulgaria.

It may be some time, nevertheless, before the outcome of the present Milan conversations can be appraised in all its bearings, should it prove to be more than an amicable gesture. Meanwhile, neither Paris nor Berlin is altogether comfortable, while Geneva is wondering whether Italy will sponsor Turkey's admission to the League, which, not so long ago, Italy was believed not to favour.

EVELYN.

HOLIDAY MAKERS HUNT BEAR.

Evelyn from the Himalayas, who has been missing from Withdean Hall, Brighton, for two weeks, provided holiday-makers with a new thrill in mail week. It was stated that tracks of the bear had been found near Sweet Hill, Waterhall Farm, near Patcham, four miles from Withdean.

Hundreds of people with many dogs set out from Brighton to search. Immense tracks of gorse and woodland are in the neighbourhood.

The hunters thoroughly combed the ground, but Evelyn was not at home to visitors.

In pursuance of the policy of connecting European capitals with Paris by air, post the first postal aeroplane from Madrid landed at Bordeaux with a large packet of

IN PARIS.

VISITORS AND WAR-ZONE PERILS.

A STRANGE PATIENT.

Paris.—It has become a matter of habit and tradition for those concerned with tourist traffic to describe each holiday rush as establishing a record, but the term may be applied without exaggeration to this year's Easter-tide traffic from England to Paris and other Continental centres.

One of the most striking features of this traffic was the phenomenal increase in the number of people who chose to cross the Channel by aeroplane. Imperial Airways recently had to increase their London-Paris service to seven machines, which carried about 100 passengers, mostly women, and the Air Union had similarly to put on extra "planes" to meet the heavy bookings.

During the past forty-eight hours the usual rail and boat services have had to be largely augmented, and special trains are still pouring into the Gare du Nord. Among the British visitors are several parties of schoolboys and schoolgirls. One of these, consisting of fifteen teachers and 110 boys, from Midland schools, was officially entertained at the Hotel de Ville by the Municipality of Paris.

As the day has been usually fine, the cafe terraces and the better-known promenades, such as the Champs Elysees and the Tuileries and Luxembourg gardens, have been very popular with British visitors, while at the various railway termini the staffs have been as busily occupied with departures as with arrivals. For Parisians, in accordance with the tradition which makes Easter the first real outing of the year, have left the city in their thousands for the seaside and the country.

Battlefields Claim Victims. Nearly ten years after the conclusion of the armistice the Great War is still claiming victims on the old battlefields through shells

and grenades which have lain all this time unexploded. At Flaucourt, near Amiens, two brothers named Tricot, who spent their leisure in collecting scrap metal from the neighbouring battlefields, were blown to pieces while endeavouring to remove the fuse from a large unexploded shell which they had found. The explosion was so violent that parts of their bodies were blown over 600 yards away.

A similar accident occurred at the Donon, near Strasbourg, where two men were blown to pieces while trying to unscrew the fuse of a shell they had found in a field, and a third, whose foot was blown off, died some distance away while trying to crawl to the village for assistance.

Two people have been killed and two others wounded in the Peronne district through trying to recover metal from unexploded shells. In one of these cases a man who had found such a shell saw his 4-year-old child playing with it. He snatched it from the baby and flung it as far as he could, but it exploded and severely wounded him about the head. The child, however, escaped unharmed.

Sea-Lion in Consulting-Room.

Dr. Charmaile, an X-ray specialist, of Belfort, has just been called upon to deal with the most extraordinary patient of his career. He was surprised when, having been called upon by an animal trainer from a local circus, he found a sea-lion in his waiting-room. The animal's trainer explained that it was a favourite member of his troupe, and as it had refused food for some days past, he suspected that it might have swallowed some indigestible object. The sea-lion proved a perfectly well-behaved patient, submitting with the greatest docility, first to an ordinary examination by the doctor, and then to the X-ray process, as though it fully appreciated that what was taking place was for its own good.

Impending Bond Issue.

Although a discreet silence is observed at the Ministry of

Finance and at the Banque de France, it seems to be assumed that preparations are being actively made for a loan which will be floated on condition that the present atmosphere is not disturbed by the elections.

During the last few days there have been several conferences in which the directors of the big banking establishments have taken part, and it is hinted that they favour a loan in the form of bonds repayable at 500f after 1932 and for a period of seventy-five years at most.

It has been stated that the rate of issue will only be fixed shortly before the opening of subscriptions, but in the meantime 450f for a 500f bond and 83f for a 100f bond are mentioned. Nothing definite as to the rate of interest is known, but there is vague talk of the loan yielding 5 per cent. net.

Villagers And Big Bequest.

The poorer inhabitants of Breton villages are watching with the greatest interest developments concerning a legacy of about 3,000,000f (£64,000) which they hope to share. The fortune was left by Mlle. Tasset, who had disinherited the members of her family and in a will made three months before her death last December declared that she left all her property to France.

The State has not yet accepted the bequest, and those who are urging that the money should be given to the poor of Brittany have put forward two other wills made in 1885 and 1900, in both of which Mlle. Tasset had set down her wish that her fortune should be divided among the indigent inhabitants of Breton villages which were most remote from large towns. It is argued on behalf of those who claim the distribution of the money in Brittany that last year's will simply confirmed in general terms the intentions which Mlle. Tasset had more clearly defined in its two predecessors, and the mayors of poor and remote Breton villages have been invited to put forward claims on behalf of their populations.—"Daily Telegraph."

FRY'S CARTETS CUBE BLOCK CHOCOLATE

Four kinds of chocolate in a new form and a new packing! Dainty blocks in 16 dainty cubes!—and the Cartet which slips handily into bag or pocket! Buy a Cartet to-day.

Fruit & Nut Chocolate
Delicious plain chocolate, mixed with juicy raisins and crisp almonds!

Valencia Chocolate
Milk chocolate made even more delightful with fruity raisins and choicest almonds!

Belgrove Chocolate
Perfectly plain, plainly perfect—a chocolate out of the ordinary!

Milk Chocolate
Made with fresh milk from English farms.



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M/V "GREYSTOKE CASTLE" Sails on/or about 28th June.

LLOYD TRIESTINO

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0
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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

M/V "VIMINALE" Sails on/or about 24th May.
M/V "ESQUILINO" Sails on/or about 21st June.
M/V "RONOLO" Sails on/or about 19th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M/V "REMO" Sails on/or about 3rd June.
M/V "VIMINALE" Sails on/or about 26th June.
M/V "ESQUILINO" Sails on/or about 24th July.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 1st June.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—
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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.
\$540, \$520, via Japan and Honolulu.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
* SIBERIA MARU Thursday, 16th May.
* TAIYO MARU Tuesday, 29th May.
* TENYO MARU Tuesday, 12th June.
* Calls Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
* HAKOZAKI MARU Saturday, 19th May.
* HAKUSAN MARU Saturday, 2nd June.
* KITANO MARU Saturday, 16th June.
SYDNEY & MELBOURNE via Manila & Ports.
* MISHIMA MARU Wednesday, 23rd May.
* TANGO MARU Wednesday, 20th June.
BOMBAY via Singapore, Penang, & Colombo.
* MOJI MARU Sunday, 27th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
* RAKUYO MARU Thursday, 31st May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
* WAKASA MARU Saturday, 9th June.
NEW YORK and/or BOSTON via PANAMA.
* FUJI MARU Wednesday, 13th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
* TOYOOKA MARU Wednesday, 23rd May.
CALCUTTA via Singapore, Penang & Rangoon.
* CEYLON MARU Saturday, 19th May.
* NAGASAKI, KOBE & YOKOHAMA.
* TANGO MARU Friday, 18th May.
SHANGHAI, KOBE & YOKOHAMA.
* MITO MARU (Calls Moji) Saturday, 19th May.
* GENOA MARU Sunday, 20th May.
* NAGANO MARU (Moji direct) Saturday, 26th May.
* KANO MARU Tuesday, 29th May.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ANDES MARU Tuesday, 5th June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
SANTOS MARU Friday, 25th May.
MANILA MARU Saturday, 30th June.
BOMBAY—Via Singapore and Colombo.
SUMATRA MARU (Calls at Penang) Saturday, 19th May.
CELEBES MARU Sunday, 3rd June.
INDUS MARU Wednesday, 20th June.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOZAMBIQUE—Via Singapore and Colombo.
CHICAGO MARU Friday, 1st June.
CALCUTTA—Via Singapore, Penang and Rangoon.
KASADO MARU Friday, 26th May.
TACOMA MARU Monday, 26th June.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports (from Shanghai) Thursday, 21st May.
AFRICA (from Hong Kong) Friday, 8th June 10 a.m.
HAIPHONG—Via HONKOW & PAKHOI Friday, 8th June 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS
TACOMA MARU Thursday, 24th May.
HEIYO MARU Friday, 25th May.
KEELUNG—Via SWATOW & AMOY Sunday, 20th May noon.
TAKAO—Via SWATOW & AMOY Thursday, 17th May noon.
DELHI MARU Wednesday, 6th June.
SOURABAYA MARU Wednesday, 6th June.
For further particulars please apply to—OSAKA SHOSSEN KAISHA.
Tel. Central No. 450.

SHIPPING
SECTION.

BRITISH SHIPS.

THE OCEAN CARRIER OF THE
WORLD.

COMMITTEE'S SURVEY.

The Committee of Industry and Trade, who issued a "Survey of Overseas Markets" in July, 1925, followed this with the publication of the "Survey of Industrial Relations" in April, 1926, and of "Factors in Industrial and Commercial Efficiency" in February, 1927. This series of volumes is continued in three further volumes, the first of which, entitled "Further Factors in Industrial and Commercial Efficiency," is now published. The committee are confident that this book, like its predecessors, will not only be of permanent value as a work of reference, but will facilitate

dom, the percentages of British vessels entering and clearing with cargoes at ports in the United Kingdom were:—

	Percentage of British tonnage to total.	1913.	1924.	1925.
--	---	-------	-------	-------

Entered with cargoes 65.8 66.6 68.4
Cleared with cargoes 59.1 63.8 67.4
A similar result is shown if all entrances and clearances, i.e., of vessels with cargoes and in ballast are taken into consideration, the proportion of the British tonnage to the total, both as to entrances and clearances, having been 56 per cent. in 1913, 60 per cent. in 1924 and 62 per cent. in 1925.

Before and Since the War.

These figures show that, however the trend of Empire trade and foreign trade has gone individually, British shipowners continue to carry as great, if not a greater, proportion of the overseas trade of the United Kingdom as they did before the war.

Nationality of ships.	Million tons (net) entered and cleared.	1913.	1925.
British	454.5	454.5	
National	214.3	205.2	
Other	460.0	525.4	

Total 1,128.8 1,245.1
Thus, the British tonnage recorded was the same in 1925 as in 1913, while there was an increase of more than 10 per cent. in the total tonnage handled, so that the British proportion fell from 40.3 per cent. of the whole to 36.5 per cent.

Conditions of Working.
"The conditions under which the industry has to sell its product, namely, carrying services, are one sea which in international trade is open to ships of all flags, one international freight market, (British) national ports open to ships under all flags, and no State protection of the industry. It is thus exposed to the free competition of the world." The Chamber of Shipping in its evidence before the Committee on Industry and Trade described in these terms the conditions under which the British shipping industry operates. These are two main systems under which cargoes are carried—the liner services, and the chartering of "tramps."

Since 1914 there has been a tendency towards the consolidation of tramp services into cargo liner routes. The growth in importance of the cargo liner group can be

(Continued on Page 5.)

C.P.R. Seed Train Tours West



Upper—Specialty-fitted lecture car used by the Canadian Pacific on the Forage Crop and Better Seed Grain Train. Windows of the coach are equipped with colored transparent photographs depicting various phases of farming activities. Lower right—The Hon. C. M. Hamilton, Minister of Agriculture, second from the left in the photograph, who opened the Better Seed Grain Train, photographed with P. Hickey Esq., Deputy Minister of Agriculture (left); Dr. T. E. Edwards, manager Regina Industrial Exhibition Association, second from the right; and George Williams, representative of the Canadian Pacific Agricultural Department. Lower left—Interior view of one of the cars containing seed cleaning machinery.

With a view to further promoting the best use of seeds and obtaining first-class results in addition to educating the farmers as to how to overcome seed grain and forage crop difficulties, the Canadian Pacific Railway has again placed a touring demonstration train on their lines, which visits all important farming centres in the West, Prairie Provinces and part of the East.
This train went into service at the latter end of last month, the opening being attended by a representative gathering of government officials and members of the Saskatchewan Wheat Producers. The value of such a train was stressed by the Hon. G. M. Hamilton, Saskatchewan Minister of Agriculture, who urged the farmers to make the best possible use of this splendid advantage offered by the railway. In addition to the lecture car, the train consists of two baggage cars carrying a number of seed cleaning machines and others to be used in demonstrating seed and smut treatment. During this connection being given by R. B. Vogne, government dairy

promoter.
In the towns already visited, the train has been greeted with enthusiasm with the farmers displaying an eagerness which speaks highly of the reputation of the seed and forage crop demonstration train. It is operated in conjunction with the University and extension service of the Saskatchewan provincial government, with all cars having been equipped at Winnipeg. Several of the cars are provided with motor-driven grain cleaning machinery of various types, while other cars are fitted with motion picture accessories for the showing of various phases of grain activities, with still others for the purpose of exhibiting grain and grasses.
The entire train is opened for inspection at the various stops, demonstrators being on board to explain the entire exhibit and to give advice on important points in seed selection.

ate the examination of the problems at present confronting British industry. The material contained in the volume has been specially prepared for the purpose, and represents a collection of information which is not otherwise readily available.

Shipping Situation Summarised.

The following is an extract from the volume relating to the position of the shipping industry:—

The position of British shipping can be summed up in the following manner, the information as to pre-war conditions being derived mainly from the report of the Joint Committee of the Chamber of Shipping and the Liverpool Steam Ship Owners' Association, published in 1917.

(i) Before the war British shipowners were carrying practically the whole of the coasting trade of the United Kingdom. This remains the case. Over 99 per cent. of the net tonnage of vessels arriving or departing with cargoes in the coasting trade at ports in the United Kingdom was British in 1924 and in 1925.

(ii) Before the war, British shipowners were carrying 90 per cent. of the trade between the United Kingdom and the Empire, and more than one-half the trade between the United Kingdom and foreign countries. No similar post-war figures are available on these points, but, as to trade with the Empire, the Chamber of Shipping consider the figure to be less than 90 per cent. As to the net tonnage of vessels engaged in the foreign trade of the United Kingdom

the comparison is, however, not exact as the trade with the Irish Free State, carried very largely in British vessels, was classed as coasting trade in 1913 and as foreign trade in 1924; but this would not affect the figures very greatly. The conclusion would, of course, be affected if in either year British ships were sailing empty and foreign vessels full, or vice versa, but there is no reason to suppose this to be the case.

(iii) Before the war British shipowners were carrying about half the remaining trade of the world (i.e., trade not touching the United Kingdom). There are no figures available showing the entrances and clearances of British ships with cargoes at the world's ports under post-war conditions, but, as the gross tonnage owned in the United Kingdom was, broadly speaking, the same in 1914 as it is now, while that of the rest of the world has increased by about thirteen million (after deducting three million for permanently disused American tonnage) since 1914, and as the pre-war proportions of the United Kingdom coasting trade and of the foreign trade of the United Kingdom appear to have been retained by British shipowners, the inference would seem to be that British vessels no longer carry the pre-war proportion of other trade.

This conclusion is borne out by some other figures prepared by the Board of Trade. The records of vessels entered and cleared in foreign trade in the ports of 52 of the principal countries in 1918 and

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Thus, the British tonnage recorded was the same in 1925 as in 1913, while there was an increase of more than 10 per cent. in the total tonnage handled, so that the British proportion fell from 40.3 per cent. of the whole to 36.5 per cent.

Conditions of Working.
"The conditions under which the industry has to sell its product, namely, carrying services, are one sea which in international trade is open to ships of all flags, one international freight market, (British) national ports open to ships under all flags, and no State protection of the industry. It is thus exposed to the free competition of the world." The Chamber of Shipping in its evidence before the Committee on Industry and Trade described in these terms the conditions under which the British shipping industry operates. These are two main systems under which cargoes are carried—the liner services, and the chartering of "tramps."

Since 1914 there has been a tendency towards the consolidation of tramp services into cargo liner routes. The growth in importance of the cargo liner group can be

(Continued on Page 5.)

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama	Yokohama
	Leave	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF ASIA	May 30	June 2	June 5	June 7	June 10	June 10
EMPERESS OF CANADA	June 13	June 16	June 19	June 21	June 24	June 24
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 12	July 15	July 15
EMPERESS OF ASIA	July 18	July 21	July 24	July 26	July 29	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 19	Aug. 25
EMPERESS OF RUSSIA	Aug. 20	Sept. 1	Sept. 4	Sept. 6	Sept. 9	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 23	Sept. 29
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 14	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 4	Nov. 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE.

\$120 \$112 \$83

See Canada's Wonders—The Canadian Pacific Rockies—Lovely Lake Louise—Banff the beautiful.
The "Trans-Canada Limited" and other daily through Express trains. Stops were allowed anywhere en route.
Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG HONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
May 16	May 18	EMPERESS OF ASIA	May 20
June 5	June 7	EMPERESS OF CANADA	June 8

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MOVEMENT OF STEAMERS.

The P. & O. s.s. "Mongolia" from Hong Kong arrived at Marseilles on May 11 at 7 a.m.

The C.P.S. R.M.S. "Empress of Asia" arrived at Shanghai on May 12 at 6.30 p.m., left Shanghai on May 15 at 2 p.m., and is due at Hong Kong this afternoon.

The B.I. s.s. "Hatipara" left Shimonoseki for this port on May 11 p.m., and is due here to-morrow at about 6 a.m.

The B.I. s.s. "Santhia" left Singapore for this port on May 12 p.m., and is due here on May 17 p.m.

The Swedish East Asiatic Co. M.V. "Rankine" left Hamburg on April 14 and is due here on or about May 25.

The M/V "Agra" (Swedish East Asiatic Co., Ltd.), left Antwerp on May 7, and is due here on or about June 16.

The M/V "Delhi" (Swedish East Asiatic Co., Ltd.), left Hamburg on May 13, and is due here on or about June 17.

WARSHIPS IN PORT.

Warships in port this morning were as follows:—

North wall basin; South wall basin; Moth; East wall basin; L27; North arm of Dockyard; Cornflower; Tarantula; in Dockyard; L3, Thracian, Sepoy; No. 13 buoy; Magnolia; No. 18 buoy; Ruthenia; No. 19 buoy; Somme; No. 20 buoy; Belgol; No. 25 buoy; Kharki; oil fuel, jetty; France.

Foreign warships:—Portuguese: Patria; American: Sacramento (at No. 11 buoy), Asheville (at No. 22 buoy); Japanese: Idzumo (at No. 5 buoy), Yakumo (at No. 6 buoy); French: Argus.

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S.S. "CITY OF CARLEISLE" ... Marseilles, Havre, London, Rotterdam, & Hamburg. 24th June.
S.S. "CITY OF BEDFORD" ... Havre, London, Rotterdam & Hamburg. 25th July.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June.
S.S. "CITY OF OSAKA" via Suez Canal 13th July.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON AND NEW YORK ... AMERICAN & ORIENTAL LINE

S.S. "FORRESBANK" via Suez Canal 6th July.

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S.S. "TINHOW" End of July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth) Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
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S. S.	Tonn	From Hongkong About	Destination
CLAHORE	5,252	19th May	M'sles, L'don, A'werp, R'dam & H'burg
KIDDERPORE	5,334	22nd May	Straita, Colombo, Bombay & Karachi.
MALWA	10,486	26th May	Bombay, Marseilles & London.
ALIPORE	5,272	31st May	Straita, Colombo & Bombay.
JEYPORE	5,318	2nd June	M'sles, L'don, A'werp, R'dam & H'burg
DELTA	8,097	9th June	Bombay, Marseilles, L'don & A'werp
MIRZAPORE	6,715	19th June	Straita & Bombay
RANPURA	16,601	23rd June	Bombay, Marseilles & London.
NOVARA	6,980	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KRYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London.
NANKIN	7,058	28th July	M'sles, L'don, A'werp, R'dam & H'burg
KASHMIR	8,995	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

HATIPARA	7,754	18th May	Singapore, Penang & Calcutta.
TALMA	10,000	26th May	Singapore, Penang & Calcutta.
TAKIWA	7,936	4th June	Singapore, Penang & Calcutta.

*Cargo only.

B. I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	1st June	Manila, Sandakan, Thursday Island.
ET ALBANS	4,500	29th June	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	3rd Aug.	

Regular monthly sailings from Hongkong to Japan and Hongkong to
Australia.
The E. & A. S.E. Co., Ltd., steamers will also call at Shanghai, H'lo, Cebu,
Kolumbugan, Tawao, Timor, Darwin, or other ports en route as inducement
offers.

Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*DEVANHA	8,155	18th May	Shanghai, Kobe, Osaka & Y'hama.
SANTHIA	6,715	20th May	Amoy, Moji, Kobe & Osaka.
*MIRZAPORE	6,715	21st May	Shanghai, Moji & Kobe.
RANPURA	16,601	25th May	S'hai, Kobe & Yokohama.
TILAWA	10,000	2nd June	Amoy, S'hai, Moji, Kobe & Osaka.
*NANKIN	7,058	5th June	S'hai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	29th June	Moji, Kobe, Osaka & Yokohama.
TAKADA	8,049	7th June	Amoy, Moji, Kobe & Osaka.
KRYBER	9,114	8th June	S'hai, Moji, Kobe & Yokohama.
TALAMBA	8,018	17th June	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	22nd June	Shanghai, Tsingtau, Wei Hai Wei, Kobe & Yokohama.
*NELLORE	8,953	3rd July	S'hai, Moji, Kobe & Yokohama.
KASHMIR	8,995	6th July	S'hai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,568	20th July	S'hai, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

*Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
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SAILINGS FROM HONG KONG.

S.S. ADRASTUS	Via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	15th June
S.S. "HELENUS"	Via Suez Canal	29th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:-

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Hong Kong & Canton; JARDINE, MATHESON & CO., LTD., Canton.

BRITISH SHIPS.

(Continued from Page 4.)

shown by accepting the common
assumption that tonnage below
5,000 gross tons represents the
tramp group, that between 5,000
and 10,000 gross tons the cargo
liner group, and that above 10,000
tons the big passenger liner and
large bulk carrier group. The
figures are:-

Tonnage Owned in British Empire.

	Percentage of Total.		
Gross Tonnage.	1914.	1921.	1924.
Under 5,000	64.3	46.7	46.8
5,000 and under			
10,000	26.0	40.8	39.7
10,000 and above	9.7	12.5	13.5

A similar increase in the 5,000-
10,000-ton group is revealed by the
figures of the world total of ships.

Liner System and Conference.

The essence of the liner system
is the maintenance on a given
route of a regular service of ships
sailing on advertised dates, full or
not full. The system rests on what
are known as "Shipping" Confer-
ences, which are, in brief period-
ical meetings of representatives of
the various liners concerned
in each particular trade to discuss
matters which affect that trade and
to agree upon uniform rates for
the various classes of cargo. Each
line is free to leave the Conference
when it wishes, subject possibly to
notice, and new lines can be ad-
mitted with the approval of the
lines already in the Conference.

The advantages claimed for the
conference system are that under
it a regular, frequent, and efficient
service catering for the particular
needs of the trade can be provided,
and further that stability of
freights and equality of treatment
in the matter of freights for all
shippers, large and small, are
secured.

In order, however, to maintain a
regular service shipowners claim
that it is necessary to ensure the
continuous support of the shippers
engaged in the trade, and thus, so
far as possible, to prevent competi-
tion by outside ships. In most of
the outward trades from this coun-
try the shippers are held to the
Conference by means of the de-
ferred rebate system. In the
South African trade, however, the
deferred rebate system has been
replaced by an agreement between
the Conference and the individual

shipper, and in the Australian trade
the shipper is given the option, as
recommended by the Imperial
Shipping Committee, between the
two systems. In a few outward
trades the application of the de-
ferred rebate system is not so
general, and in many trades the
volume or type of cargo renders it
unnecessary or unsuitable.

Criticism of Conference System.

As to the number of regular
liner services from the United
Kingdom to all parts of the world
throughout the year, a statement
supplied by the Chamber of Ship-
ping showed as many as 564, and
this figure (which is not complete)
suffices to give some idea of the
regularity of the services offered
by the Conferences. The Confer-
ence system has been criticised by
traders on the ground that cases
have arisen where lower rates are
quoted, even by British ships, from
Continental ports than from the
United Kingdom and that this has
tended to divert trade from this
country. Further, they point out
that, if they were permitted to do
so, they could at times obtain a
through rate, which would be
cheaper than the direct rate from
this country, by sending their goods
to Continental ports for trans-
shipment.

The shipowners agree that such
cases may occur, particularly when
a currency is depreciated. They
point out that the object of a Con-
ference is always to secure a parity
of rates at British and Continental
ports and that in some cases this
has been achieved. Disputes with-
in a Conference or competition
from outside may, however, result
in very low rates ruling from cer-
tain Continental ports. Should this
occur, the British liner companies
have to decide whether to quote
level rates with the Continental
lines, and, possibly, to face a heavy
loss, or to give up their position in
the Continental trade, with the con-
sequence that more ships have to
be laid up. The shipowners state
that if such a situation arises their
object always is to reach agreement
in conference.

The Tramp.

The main features of the
"tramp" system are that, unlike the
liners, the tramp has no fixed
itinerary and only sails if she has
a cargo to carry on in prospect.
The shipper, or shippers, charter a
vessel which will go from any part
of the world to any other part as
required, but she does not normally
take cargo in parcels, as the
liners do, but deals almost en-
tirely with full cargoes. London
is the centre of the world, every
charterer and practically every
shipowner having representatives in
London between whom the bargain
is made. The tramp rate, however,
is international, i.e., the same rate
is paid for a ship of equal class
sailing under any flag, the shipper
of the cargo being quite unconcerned
as to the flag he ships under,
and only interested in getting the
lowest possible freight in a world
market.

Roughly speaking, tramp steam-
ers may be divided into three
groups—small steamers up to 3,000
tons deadweight, employed in the
coasting trade or the near continen-
tal trade; rather larger steamers
up to about 5,000 tons deadweight,
employed in such trades as those
with the Lower Mediterranean; and
larger steamers up to as much as
12,000 tons deadweight engaged in
the world trade. The conditions
governing the employment of each
of these groups are the same; the
employment of tramps is confined
to the shipment of goods which can
be dealt with in large quantities
and can be shipped in full cargoes,
e.g., coal, grain, ore, sugar, timber,
rice, fruit, heavy chemicals, etc.

Efficiency of Working.
As to the efficiency of the ser-
vices provided, this can be measured—

(a) by the age and quality of the
ships;

(b) by their immunity from ac-
cident; and

(c) by the care with which the
industry carries and delivers
its cargoes.

As to the age of the ships, in
1924 of the total British tonnage 26
per cent. was under 5 years old, 48
per cent. under 10 years old, and
81 1/2 per cent. under 20 years old.
Only 8 1/2 per cent. was 25 years old
or more. For purposes of compari-
son it may be mentioned that if the
British and United States tonnage
is excluded nearly 80 per cent. of
the world tonnage is 20 years old,
and over 18 per cent. is 25 years
old or more. As to the type of ves-
sel, there are two tendencies which
require mention; the steady
elimination of the sailing ship and
the coming of the motor vessel. As
to the former, 10 per cent. of the
total world tonnage of sailing ves-
sels (100 gross tons and over) was
owned in the United Kingdom in
1914 and only 6 per cent. in 1925,
a fact which indicates that the
United Kingdom is abandoning the
sailing vessel more rapidly than is
the rest of the world.

As to motor vessels, an aggregate
of 235,807 gross tons, representing
15 per cent. of the total world ton-
nage of motor vessels, were owned

in 1920, and by July, 1927, there had
been an increase to 1,183,131 gross
tons, representing 28 per cent. of
the total world tonnage of motor
vessels. As to immunity from ac-
cident and the care of cargo, the
insurance rates quoted for the same
marine risks at the present time are
no higher than in 1914, and, gen-
erally speaking, claims in respect of
damage to cargo have been for a
number of years gradually diminish-
ing both in number and amount.

"Certain Things Are Essential."

From the foregoing brief account
it seems safe to conclude that Great
Britain, upon the whole, retains her
position of pre-eminence as the
ocean carrier of the world. In
their evidence before the Commit-
tee on Industry and Trade, the
Chamber of Shipping expressed the
view that certain things are essen-
tial if this is to continue. In order
that the mercantile marine can con-
tinue its services to overseas trade,
an increase in the volume of over-
seas trade, and in particular of the
export trade of the United King-
dom, is required. It is essential
that British shipping should be able
to give better service at less cost
than the ships of other countries,
and restrictive regulations by Gov-
ernment, e.g., as to safety, etc., in
excess of those operating upon ves-
sels of competing nations should be
abolished as far as possible.

Further, every step possible
should be taken to abolish flag dis-
crimination in the carriage of
cargoes or passengers, and to
secure exemption from double taxa-
tion. The view of the Chamber of
Shipping is that ocean freights
have been reduced to a minimum
and are not now a substantial item
in the cost of which manufacturers'
articles are sold, but that there has
been no corresponding reduction in
the other items which go to make
up the total cost of transport from
producer to consumer. In particu-
lar, the chamber hold every effort
should be made to reduce costs at
the ports and on the railways in
order to reduce prices of British
exports to the foreign consumer,
and thus provide better outward
cargoes for British ships.

The volume, which contains 360
pages and includes a comprehensive
index is published at the price of
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CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "City
of Newcastle" are reminded to take
delivery of their goods which will be
subject to rent after May 17.

Consignees of Cargo ex s.s.
"Bencleuch" are reminded to take
delivery of their goods which will
be subject to rent after May 18.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for

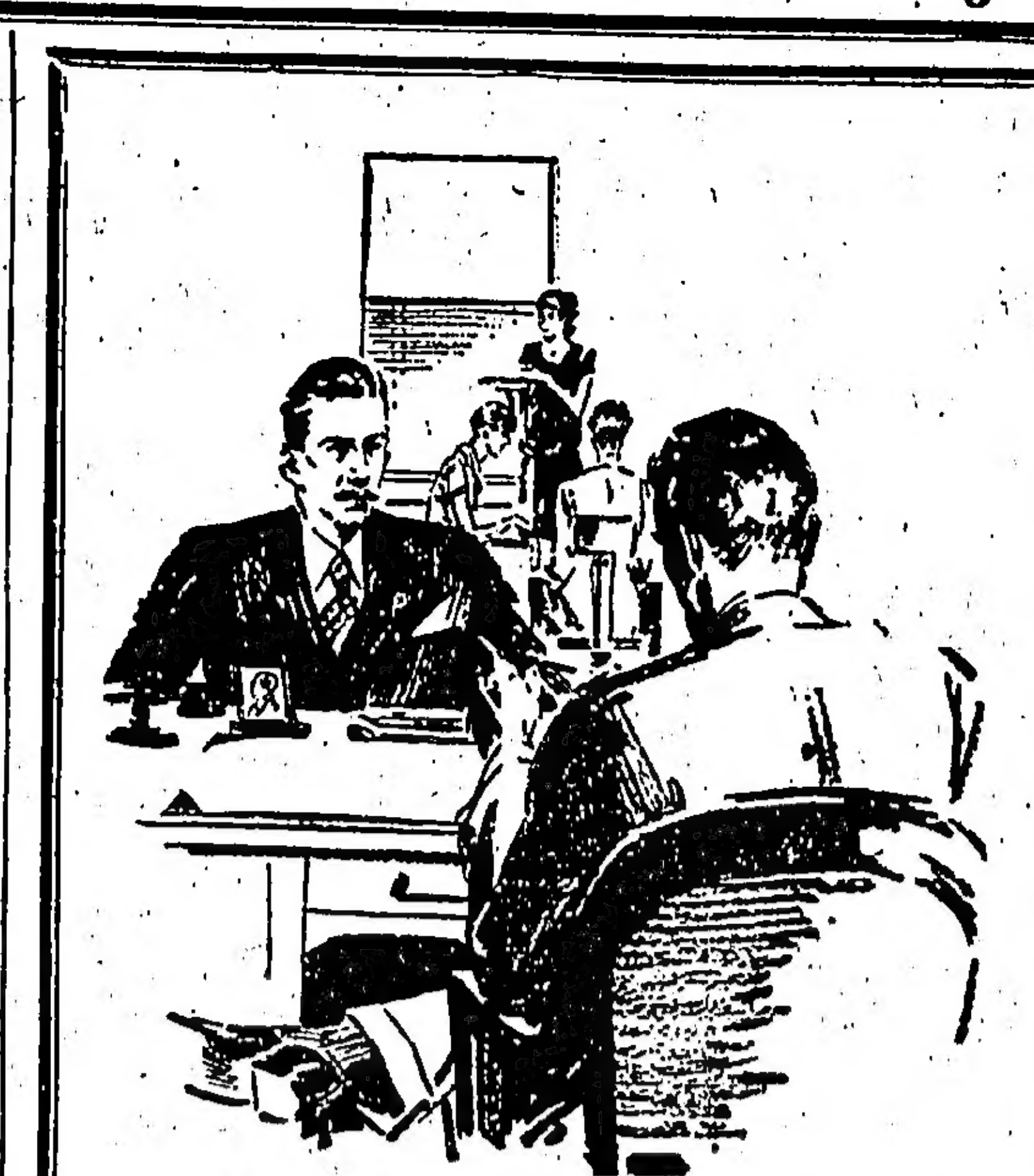
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Pres. Cleveland June 5th
Pres. Pierce June 19th
Pres. Taft July 3rd

Pres. Jefferson May 16th a.m.
Pres. Lincoln May 29th
Pres. Madison June 12th
Pres. Jackson June 25th

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Pres. Van Buren June 3rd 8 a.m.
Pres. Hayes June 17th 8 a.m.

Pres. Polk July 1st 8 a.m.
Pres. Adams July 15th 8 a.m.
Pres. Garfield July 29th 8 a.m.

To Manila -

Pres. Wilson May 20th 8 a.m.
Pres. Lincoln May 22nd 6 p.m.
Pres. Cleveland May 26th 6 p.m.

Pres. Van Buren June 3rd 8 a.m.
Pres. Madison June 5th 6 p.m.
Pres. Pierce June 9th 6 p.m.

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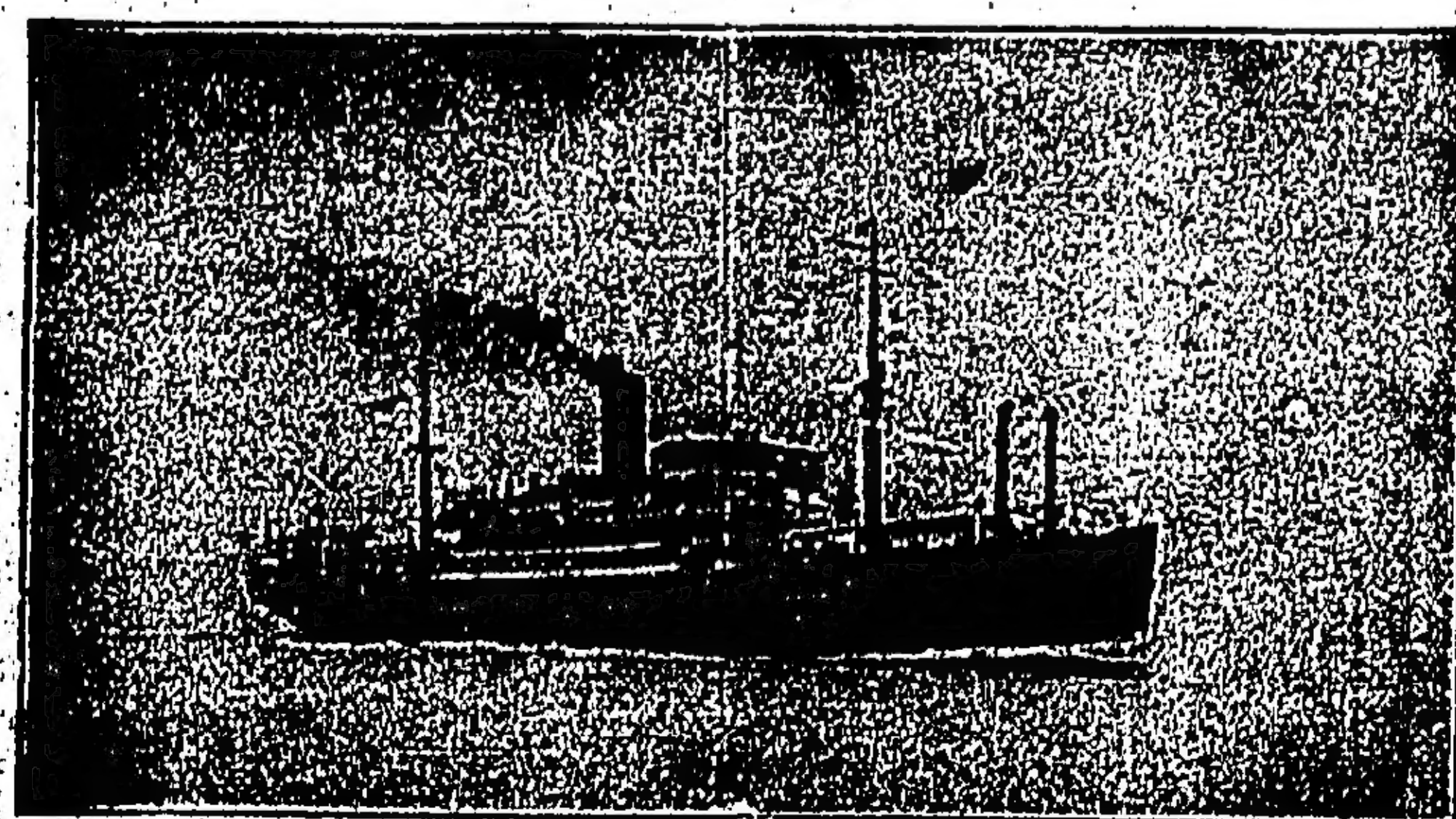
Hong Kong, April 1, 1924.

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HONG KONG.

The China Mail

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Hong Kong, Tuesday, May 15, 1928.

TIENTSIN FEARS.

The reported breakdown of cable facilities north of Chefoo comes at a most unfortunate moment, when all eyes are anxiously turned in the direction of Tientsin and Peking. Messages to hand yesterday and to-day, however, seem to leave no doubt in the mind that Marshal Chang Tso-lin is doing that which he was expected to do, is, in fact, taking himself and his troops to the other side of the Great Wall. It is also pretty plain that forces antagonistic to the Fengtien party are marching upon the capital by way of Tientsin. Whether they be the soldiery of the Christian General or of the Shansi warlord matters little; both factions are bitter enemies of the Mukden dictator, and both or either would cheerfully take advantage of any signs of capitulation or organised retreat. Which means that before long a severe conflict is likely to take place in Manchuria, or wherever Chang Tso-lin chooses to make a stand.

In regard to the foreigners at Tientsin and Peking, we do not share the general feeling of disquiet. Feng Yu-hsiang, it is true, has expressed anti-foreign sentiments from time to time, but we imagine his sole object now is to push on and attempt to wreak vengeance on Chang, incidentally establishing himself in the rich territories of northern China. As for the Shansi party, nothing is definitely known of their turn of mind in this connection; anti-

materially touched the province, and it is more than likely that General Yen Shi-shan does not trouble himself at all about the question.

Other considerations that point to the surmise that foreigners in the north will go unmolested are, firstly, the fact that the Nationalists proper have suffered serious setbacks in consequence of Japanese occupation of parts of Shantung, and, secondly, the fact that Tientsin is adequately guarded by foreign troops. Neither of the Southern allies, we imagine, with so much to gain in prestige and territory, desire to engage with the foreign forces or attempt anything likely to stay their march. Their forces could most easily make a detour of the Concessions at Tientsin and thus avoid contact with the units guarding these

Concessions. Their orderly utilisation of the railway, although it runs through the ex-Russian Concession and skirts another, would doubtless meet with no opposition. It appears, in our view, therefore, that both Tientsin and the capital may fall into the hands of the quasi-Nationalists without any of the fears regarding the safety of foreigners being realised. That this may happen is, of course, our earnest hope.

CORRESPONDENCE.

LORD'S THANKS.

[To the Editor of the "China Mail"]
Sir,—I am enclosing a copy of a letter which I have received from Viscount Knutsford with reference to the remittance I sent from the proceeds of my dancing displays given in February last.

Yours faithfully,

VIOLET CAPELL.

London Hospital,

Whitechapel, E1.

Dear Miss Capell,—Your "again" has given me very special pleasure. You kindly say that this further splendid gift gives you great pleasure to send, but I can assure you that my pleasure in receiving it is as great or greater. I cannot tell you how deeply indebted I feel to you for keeping this great Hospital so much in your mind, and for interesting your Pupils and Friends to remember it in this most helpful fashion. I shall look forward to the photo and the programme. I am so glad to hear from you that things in China are improving. It must have been a very difficult and terrible time for you all, but to try and read with understanding accounts of what has

POLICE FUNERAL.

FULL HONOURS FOR SERGT. MACFADGEON.

COLLEAGUES AS PALLBEARERS

Eighteen sergeants draw the gun carriage which was used for the funeral yesterday of Lance-Sergeant MacFadgion of the Hong Kong Police, who died on Sunday at the Government Civil Hospital.

Full service honours were accorded the deceased. The coffin was draped with a Union Jack, on which were placed his helmet and articles of equipment. A wreath in the shape of a white cross from the bereaved mother also occupied a position of prominence.

The Fire Brigade supplied a carriage for the multitude of floral tributes.

The Rev. J. Kirk Macdonachie of Union Church officiated at the last rites. Deceased's colleagues acted as pallbearers and filled in the grave in relays. Mrs. MacFadgion's wreath being lowered with the coffin.

Some of Those Present.

Among those present were the Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police), Mr. P. P. J. Wodehouse, (Deputy Superintendent), Mr. W. Kent (Assistant Superintendent), Chief Inspector P. Grant, Inspectors Marks, Moss, Carpenter, Dick, Murphy, Barnett, A. Clark, Shannon, Cotton, Ogg, Messrs. J. C. Fletcher, A. M. Simpson, J. A. Lindsay, G. Duncan, Revenue Officer Grimmett, Insp. Mohindar Singh, representatives of the Warders and the 2nd Batt. Scots Guards, Mrs. and Miss Oliver, Mrs. Dick, and representatives of Government Departments.

Floral Tributes.

Wreaths were sent by "Stiffy," the Hon. Mr. E. D. C. Wolfe, Mr. Peter Grant, Mr. T. Murphy, Messrs. Spear and Pain, Cuff and Hatt, Mr. O'Donovan, Messrs. Munro, Griffin, Condon and Mist, W. G. Harrison, Brooks and Sherry, Wallingford and Banks.

Mr. and Mrs. Rosale Ogg, Mr. and Mrs. H. Phillips, Messrs. A. R. Clark, MacDonald, J. C. Clark, E. Bloer, R. Shannon, E. J. Field, Dick and family, Ellis, Carey, R. Cunningham, A. W. Bliss, F. C. Coleman, F. T. Portallion, Duncan, Lindsay and family, Mr. P. Oliver and Mary.

Inspectors' mess, Yau-mat Police Station; European staff, Police Training School; Sergeants' Mess, Yau-mat Police Station; Sham-shui-po Station; Shaukiwan Station; No. 2 Station; Central Sergeants' mess; Tai-ping-shan mess; Police mess No. 7; Central Traffic staff; Records office; Guards office staff; Royal Naval Yard Police; Fire Brigade Officers; Comrades of Sergeants' mess.

Ex-Active Service Men's Association (1914-18); all ranks Scottish Company, H.K.V.D.C.; Mr. R. A. Cooper, Mr. Ismael Chan.

Ex-R.I.C. Man.

Robert MacFadgion was 28 years of age. He was born at Stevenson, Ayrshire, where his mother, brothers and sisters live. After service with the Royal Irish Constabulary till its disbandment in 1922, he went to Canada, worked his way west and crossed the Pacific by working his passage on an "Empress" liner. Shortly after his arrival, he was a drummer in the Hong Kong Volunteer Defence Corps.

He was an honorary member of the Kowloon Dock Recreation Club and a member of the Police Recreation Club, at which there was no play yesterday as a mark of respect.

It was the morning after an amateur theatrical production, and one of its patrons was discussing a gentleman connected with it.

"Poor fellow!" he observed, "he's so hoarse to-day that he can hardly speak."

"Indeed!" returned the person addressed, "A heavy part, I suppose. What was he—leading man?"

"No, prompter!"

of a Chinese puzzle to most of us.

I am having a very busy time just now running one of the big fifth-yearly appeals which have been the tradition and salvation of the hospital for so many years. It is a very uphill task, for people seem to grow poorer as medicine grows more expensive.

Now—I ask with all diffidence—have you room on a table in the Academy for a copy of "In Black and White"—a tale of my evil life? I am sending it under separate cover. If you ever have a spare half-hour, it may amuse you to turn over some of its pages. Please believe me when I say that it comes as a tribute but very sincere appreciation of your splendid work for this great hospital.

Yours very truly,
(Sd.) Knutsford.

COMMONS SCENE.

SHOUTING MAN CREATES A BIG SENSATION.

CARRIED OUT.

There was an amazing scene in the House of Commons late one night last month, when a stranger sitting in the Public Gallery suddenly leapt forward shouting and had to be forcibly removed by attendants and plain-clothes policemen.

A debate instituted by the Socialists condemning the existence of a syndicated Press was proceeding, and one speaker had just observed that journalists should combine for their own protection against such syndicates.

Suddenly a middle-aged, red-faced man sitting in one of the back rows of the Public Gallery jumped up and shouted, "I can give them that protection."

Then he clambered over the seats in front of him, crossed two partitions surmounted by spikes, and almost before anyone was aware of what he was trying to do reached the Peers' Gallery in the very front of this part of the House.

Seized by Policemen.

He was followed by one of the attendants, who scrambled after him in an attempt to restrain him, and eventually reached him just as he was clutching the last partition in front of the Peers' Gallery.

There was an idea at the moment that he intended to climb over it and jump down on to the floor of the House itself, but at this moment several plain-clothes policemen rushed in from the side doors, seized hold of him, and carried him by head, arms, and legs, still struggling, from the House.

The man was seen by Dr. Vernon Davies, M.P., who formed the opinion that he was suffering from acute neurasthenia. An ambulance was fetched, and he was taken to Westminster Hospital.

He gave the name of Edward Charles Humphreys, aged 32, and an address near Battle, Sussex.

THE OPEN ROAD.

STOKERS TAKE A JOY TRIP.

Two naval stokers, Thomas Henry Ashby (21) and George Lawrence (21), of H.M.S. "Pembroke," Chatham, who were said to have had a 2,000 miles tour of England in a stolen motorcar, were remanded at Marylebone, charged with stealing the car, belonging to Edmund Gardner, of St. George's-square, Regent's Park.

Police Constable McKeene said he saw the car in Hermit-place, Plaistow, early one morning, and noticed that it had no excise licence. He asked Ashby for his leave pass. Ashby produced a piece of paper which was not a pass, and the policeman said he would arrest him for being a deserter.

Ashby then said that they had been absent for a fortnight from barracks, and had been touring the country for the last ten days in the car, which they had stolen.

When told that they would be arrested for stealing the car, Ashby said:

"I have done this to get my discharge from the Navy."

Lawrence agreed, and said that they had had enough of the Service.

CHINESE SCHOOL.

VARSITY FACULTY FUND COMMITTEE.

A total of \$154,500 has been collected to date, announced the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., when presiding yesterday at a meeting of the Fund Committee of the Chinese School of the University, held in the Hong Kong Chinese General Chamber of Commerce.

Dr. Kotewall paid a tribute to the generosity of donors and the enthusiasm of the committee. Mr. Fung Ping-shan had added to his contribution, making his donation one of \$10,000 in all and Mr. T. N. Chau, M.A., had given a further \$1,000. The Wing On Co., Ltd., Mr. Au-Yang Man-hing, and Messrs. Kwong Mei Shing each gave \$500 yesterday to the faculty's funds.

\$172,000 ESTATE.

ONLY WIDOW AND SON TO BENEFIT.

Local estate worth \$172,000 has been left by a Chinese merchant who died on July 14, 1927, and who said in his will that only his eldest son and widow should benefit and that no person is allowed to interfere.

Deceased is Au Man-Kit alias Au Pak-tsun. He was a native of the Sanwut district and was in business in Hong Kong, at No. 31, ...

P'RAPS-P'RAPS NOT!

At the end of a depressing flat-racing season a bookie was asked by one of his clients how he had fared.

"Lor lumme," said the layer ruefully, "wot wif the betting tax and rotten weather and free education, it's enough to drive a chap out o' business."

"But what has free education to do with it?" asked the mystified bookie.

"Why, this," exclaimed the book-maker; "now-a-days when a chap makes a winning bet he knows exactly how much is comin' to him."

An Englishman who was fishing a Scots river hooked a fine salmon, which was so strong and game that it pulled the angler into the water. The ghillie, abandoning the gaff, waded into the river and seized the disappearing rod.

"Help, man help," spluttered the submerged fisher, "I shall drown."

"Na, na," said the ghillie, busy playing the fish, "you can wait a meemit, but the saumon winna."

If she signals correctly before turning a corner—

If she looks to see that there's plenty of petrol before starting out—

If she doesn't rely upon her feminine charms to keep the policeman stopping her for speeding—

If she can start up the car without a series of shuddering anatomy-wrecked jerks—

If she can park in a limited space without advice and assistance—

If she knows that the car needs proper lubrication every so many miles—

If she doesn't turn round from the wheel to carry on a conversation with those in the back seat—

She's a girl in a million.

After dozing, a couple stood at the front door of the preacher's house. "I'm going to church services now," he told them. "Come on, and I'll marry you there."

After delivering a short sermon at the church, the preacher said: "If there is any one who would like to be married, please come forward." Fifteen women and four men responded to the call.

Sandy, who was a porter at a certain rural railway station, had a very red nose, which caused no little amusement to travellers in passing trains. The new station-master had not been long at the station before his curiosity was aroused.

"Sandy, what makes your nose so red?" he asked.

"Oh, pride, sir, pride," replied Sandy. "It's simply blushing with pride because it doesn't poke itself into other people's business."

A sloppily, sentimental woman was married to an unromantic man. One evening she said to him, with a sigh: "Would you mourn for me if I were to die?"

"Oh, yes," he mumbled, "of course I would."

"And would you visit the cemetery often?" she pursued.

"Certainly," he said, with a little more animation. "I pass it on the way to the golf links, anyhow."

Two tramps had a little money between them, so they decided to trudge to the nearest town and to enjoy a good night's rest in a "doss-house."

"How much farther have we to go?" asked Sorefoot Sam.

"Only two miles," replied Jaunting Job.

Just as they passed the fifth milestone they entered the town. Sam said nothing then, but after a meal and a rest in the lodging-house, he remarked to his companion—

"Seen better days, ain't yer?"

Job admitted that in the past he has enjoyed a measure of prosperity.

"I knowed I was right!" exclaimed Sorefoot, "and, wot's more, I can't yer wot yer was!"

"You can, ah? Then what was it?"

"Why, a 'owse and estate agent!'"

TEASERS.

Answer The "China Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half a dozen questions, not tremendously difficult to answer but not always so simply solved as may be thought, appear on this page. Answers are given on page nine.

1. What is Yoga?
2. What is a Uilt?
3. When was the first London tramway established?
4. When was the Tate gallery opened?
5. What were the letters?

SO FAR SAFE.

(Continued from Page 1.)

AMOY'S DANGER.

Northern Cruiser Hovers Over Prey.

Amoy, Yesterday. Semi-official reports state that the Northern cruiser "Hanchi" and two smaller warships have been joined by two transports outside. The island of Quemoy outside the harbour, with an area of about 60 square miles, has been occupied as a base of operations against Amoy. An attack is expected by the authorities, who will contest an entrance and who have declared strict martial law. A naval engagement outside is possible.

The Norwegian steamer "Vale" is still in port unloading an arms cargo and a small Southern gunboat is lying in shallow water at the back of the harbour.

Trade is normal. The Japanese situation is unchanged.—Reuter.

A Tsinan Report.

Tokyo, Yesterday. A message from Tsinan says the latest investigations show the total Japanese losses as follows:

Military: 46 killed, 195 wounded.

Civilians: 14 murdered, more than 20 still missing, 114 looted.

Peace and quiet have now been restored not only in the city where the shops are re-opening, but also within an area of 20 Chinese miles of the whole Shantung Railway.

The Chinese Chamber of Commerce, after listening to the Japanese Consul's observations, has empowered General Tien, a former Commander of the Genardier, to take any steps necessary to maintain peace and order and seek out and disarm any Southerners hiding in the city.—Reuter.

Tsinan and Nanking.

Tokyo, Yesterday. The Japanese Foreign Office is anxious to open negotiations as possible but does not contemplate combining it with a settlement of the Nanking affair of March, 1927. If the situation warrants, the Government may start with drawing portion of the troops even before a settlement has been completed, the spokesman intimates, though everything will depend on the circumstances.

Though the report that General Ho Yao-tsu of the Nationalist Army, whose troops were responsible for the outrages, has been dismissed, has not been confirmed, it is officially considered it will greatly facilitate negotiations if correct.

Commenting on the Geneva report that Japan is expected to explain her side of the story to the League, the spokesman stated that no such action is being considered at present, though he intimated that the Premier (Baron Tanaka) may discuss the question of the advisability of doing so.—Reuter.

OFFERED 5 CENTS.

A Chinese fruit hawker was this morning charged before Major C. Willson at the Central Magistracy with causing an obstruction in Bonham-strand East, and with offering a bribe of 5 cents to an Indian constable to overlook his offence. The accused said that the constable asked him for 20 cents, but he offered him only five. He suggested that the constable arrested him because he did not give the amount he wanted. The Indian denied the charge in the witness box. The Magistrate convicted the accused. For obstruction he was fined \$2 or four days, whilst for offering the bribe, he was ordered to pay another \$5 undergo another seven days' jail.

HELPED HIMSELF.

A thief yesterday entered the servants' quarters of No. 20, Macdonnell-road and helped himself to a felt hat, a raincoat, a chopper and a girdle. He was about to leave the place when he was seized by one of the servants and handed over to the police. When charged before Major C. Willson at the Central Magistracy this morning, the thief pleaded "guilty". The police, after proving four previous convictions, asked the Magistrate for a term of police supervision in addition to a jail sentence. Major Willson accordingly sentenced the accused to six months' hard labour and in addition ordered him to undergo two years' police supervision.

According to a report made to the police by the managing partner of the Tong Yu leather shop of No. 168, Hollywood-road, Sun Ono, the firm's staff, absconded on the afternoon of April 13 taking with him \$484 which he had collected in behalf of the firm.

TO BE DEALT WITH.

CONSTABLES EXCEED THEIR DUTY.

SIX MEN DISCHARGED.

Yesterday afternoon, Mr. R. E. Lindell concluded hearing of the case in which a Chinese vegetable gardener of Pochung, on the Stanley side of the island, opposite Apichau, and four of his folk, were charged with assaulting Wei-hai-wei police constable D185 and obstructing him in the execution of his duty. A sixth man who was alleged to have been forcibly removed from the constable's custody, was charged with the unlawful possession of a pine tree which he was alleged to have cut down.

After overpowering the constable, whose revolver and holster were torn away from his belt in the struggle, the defendants were alleged to have bound the constable up with ropes and then themselves taken him over to Aberdeen where he was handed over to a Cantonese policeman whom they met in Hupeh-street, and this man took all the parties to the police station.

The Defence.

The case for the defence was that the constable accompanied by another in plain clothes visited the sixth defendant's hut and insisted on his accompanying him up the hillside, threatening to kick him if he did not do so. He was taken to where there was a fallen pine tree and the constables ordered him to carry it back to the hut. At the hut the constables were alleged to have asked the sixth defendant if he had any money. When he said that he had none, the constables wanted him to carry the pine tree to the police station. He flatly refused, whereupon the uniformed constable drew his revolver. Sixth defendant shouted for help. Others came to his assistance, and then what happened to the constable was the same as related by the prosecution. They tied the constable up and took away his revolver because they were afraid he might use the gun.

After another witness had been heard, Mr. Lindell decided to discharge all the defendants. He remarked that he could not help feeling that the constables must have gone to Pochung for some improper purpose. The evidence, his Worship said, seemed to indicate that D185 had left his beat and gone over to Pochung for the purpose of extracting a bribe. That seemed to be the cause of the whole trouble, and the constable being in the wrong, had himself to blame for what happened.

Mr. W. Kent, A.P.S., said that the constables would be dealt with departmentally for doing something they should not have done.

FLYING SCENES.

CAMERAMEN LASHED TO PLANE WINGS.

PROFESSIONAL 'CRASHER.'

Audiences at the Carlton Theatre, W. London, where the spectacular American film of the air, "Wings," is now running, are so thrilled by the sensational photographic effects—which almost make the onlooker forget he is not actually flying himself—that the keenest speculations are conducted as to how many of the flying scenes were really taken.

At least one camera man was lashed over the engine; others were lashed to the wings of machines.

No fewer than 21 photographers were employed at one time to get pictures. Men were turning their cameras on the spectacle from 100ft. observation towers, from pits in the ground under hangars, and from the cockpits of machines that flew under or above the formations in the air.

Release Of Bombs.

One of the most interesting shots shows the downward flights of bombs released from a Gotha. These were secured by a camera man squeezed into the bomb chamber of the machine—with 1,200lb. of high explosive six inches away—doing 90 miles an hour at a bare 600ft. over the reconstructed French village. Two tugs on a piece of string tied to his arm gave the signal that the bombs had been released, so that he should pick them up through the finder of his camera as they fell.

Of the 100 aeroplanes used in the making of "Wings" seven were deliberately crashed, one of them by a stunt flier who specialises in this type of work and emerges unscathed. The collision of two aeroplanes in mid-air was, of course, done by trick work and models.

The flying and war scenes were taken at a huge military camp in Texas. Artillery, tanks, trucks, troops, balloons, and aeroplanes were all provided by the American War Department, while brigadier-generals, military engineers, aviators, and an army corps complete were put at the disposal of the producers. Famous players, Lasky, to whom the cost of all damage was charged. "Daily Mail."

BIBLE SOCIETY.

TRIBUTE TO THE REV. DR. T. W. PEARCE.

THE ANNUAL MEETING.

A tribute to the Rev. Dr. T. W. Pearce, O.B.E., was paid at yesterday's annual meeting of the British and Foreign Bible Society (Hong Kong auxiliary), held in the Helena May Institute.

The Rev. W. Walton Rogers proposed and the Rev. H. R. Wells, O.B.E., seconded a resolution recording Dr. Pearce's services extending over several decades and his valuable work (known as the Union Wenli version) in connection with translating the Bible.

The Rt. Rev. Dr. C. R. Duppy (Bishop of Victoria) presided. He was supported by the Rev. E. K. Higdon (Philippine Islands), Rev. H. O. T. Burkwall (Canton), Rev. F. Short (secretary), Dr. J. H. Sanders (treasurer), Rev. W. Walton Rogers and Rev. J. C. Knight Anstey.

The Annual Report.

The Rev. Mr. Short presented the report for 1927.

Activities have been well maintained. Local churches, Chinese and non-Chinese, responded to the special appeals addressed to them on Bible Sunday. Information relating to the methods and results of bible work under the auspices of the society has been further diffused by means of the Bible Book and Tract Depot, representative as it does the great Christian Book Societies and being as it is a place of call and enquiry for residents, visitors and passing travellers.

Testaments for Servicemen.

Reference was made to the resignation of Mrs. Bailey, the manageress and the substitution of her daughter, Mrs. Ingram.

Depot sales of scripture publications totalled 5,369 copies in English, English and Cantonese, Cantonese, Wenli, Hakka, Mandarin, Romanised Chinese, Japanese Punjabi, Urdu, Welsh, French, Russian, German, Filipino, Spanish, Hindu and Italian; also Braille scriptures, maps and scrolls; the amount received, being \$2,532.83.

The work in and around Hong Kong, though without interruption, had not brought returns up to the average of past years.

Reference was made to the distribution of testaments to Servicemen.

Appeal for Support.

Mr. Short appealed for support for the Wyndham-street depot where bibles and Chinese literature were sold at a loss but where the latest English books, not obtainable elsewhere, were also sold.

Dr. Sanders gave comparative statistics in outlining the financial position.

Dr. Duppy mentioned the fact that the Rev. E. K. Higdon, who proposed the adoption of the report and accounts, had been to the conference at Jerusalem. Dr. Duppy seconded and the motion was carried unanimously.

The Rev. H. O. T. Burkwall quoted the following figures:—1908:—sales 5½ millions in 412 languages; 1927:—sales 10¼ millions in 600 languages; Officers Elected.

1927:—record sale of just over 1,000,000 copies of the bible; 1927:—total circulation of all scriptures sold in China, 8,000,000.

Mr. Burkwall proposed and the chairman seconded the following appointments:—

Secretary: Rev. F. Short.

Treasurer: Dr. J. H. Sanders.

Committee: Clergy and ministers of contributing churches, Naval and Military chaplains in Hong Kong, a representative of the Y.M.C.A., Mrs. A. W. Smith, Mrs. Macdonachie, Mrs. Dowbiggin, Mrs. E. Davidson, Miss Hayward, Miss Storr, Miss Jennings, Miss Dransfield, Miss Hollis.

The motion was carried unanimously.

The Rev. G. T. Waldegrave proposed and the chairman seconded a vote of thanks to the lady helpers—carried unanimously.

PASSENGER LIST.

ARRIVALS.

Passengers arrived by the s.s. "President Jefferson" from Manila were:—

Mr. and Mrs. Johanner D. Carriere, Miss L. J. Carriere, Mr. Gabriel Coyoca, Mr. Felix Gargnera, Mr. Mina De Guzman, Mrs. Marie Jobson, Mr. H. Khouri, Mr. Abdou Llorante, Mr. and Mrs. Victor Langbank, Mr. Chua Hang-anuan, Mr. Meliton Perjon, Mr. W. G. Raymond, Mr. C. Teerthdas, Miss Amy Brown, Miss Charlotte Blasada, Mr. and Mrs. R. E. Baskerville, Mr. Hal V. Hafele, Mrs. Margarita Slaviansky, Miss Margarita Slaviansky, Mrs. F. O. Smolt, Mrs. Ruth H. Powell, Miss Ruth H. Powell, Mr. Thomas N. Powell, Jr., Mr. Alf Welhaven, Mr. and Mrs. L. J. Lowery, Miss R. A. Schewerer, Mr. E. E. Carr, Mr. B. W. Cadwallader, Mrs. Ida McDonald, Mr. Henry Gilhauser, Mr. E. J. Halsema, Mr. and Mrs. J. W. Jay, Mrs. Maria De Ocamano.

DON'T LET HIM IN!

BOGUS 'PHONE INSPECTOR'S THEFTS.

COMPANY'S WARNING.

It had been reported that a man—ostensibly a Chinese—purporting to be an employee of the Hong Kong Telephone Co., Ltd., under pretence of effecting repairs to telephones, has gained admittance to subscribers' residences and, on his departure, decamped with articles of varying value.

Subscribers are warned to exercise every precaution in verifying the credentials of anyone presenting himself, under such circumstances, particularly where no complaint regarding their telephone service has been made by them to the Telephone Company.

On the Safe Side.

Authorised workmen are in possession of a card signed by an official of the Company, which is issued monthly, and bears the employee's number and name. Should a subscriber feel at all suspicious, a telephone enquiry at the head office of the Company (No. Central 606) will quickly confirm whether anyone has been instructed to work on their telephone.

The "China Mail" understands that two European houses have been victimised already. One resident lost a clock worth \$15 and another article. From another house, a number of articles of not very great value were stolen.

CINEMA NOTES.

"THE MISSING LINK" AT QUEEN'S.

Cinema-goers are reminded that Syd Chaplin's latest comedy, "The Missing Link," which has been drawing crowded houses since Sunday, will be screened at the Queen's Theatre to-day for the last time. Chaplin portrays a timid poet who finds himself forced to pose as a famous big game hunter bent of solving the mystery of "The Missing Link." How he is the means of running "The Link" to earth, how his stock for bravery goes up, while his heart goes down, and how he wins a beautiful girl into the bargain, makes an extremely amusing burlesque quite up to the standard of "The Man on the Box," "Charley's Aunt" and other big successes. An excellent feature of "The Missing Link" is the introduction of "Akka," a really clever chimpanzee which Syd mistakes for the "Link."

"FOOTLOOSE WIDOWS."

"Footloose Widows," which comes to the World Theatre to-day concerns the ambitions of two young mannequin flappers who tire of the drab monotony of life, and decide to go further afield in search of thrills. Accordingly, they borrow the necessary dresses and pose as wealthy widows. Everything goes well, until one of the girls genuinely falls in love with a handsome youth of her own class. The swift run of events in the land of palms and luxury makes exciting entertainment, full of original ideas and gay surprises. "Footloose Widows" was adapted to the screen from the novel by Beatrice Burton. Louise Fazenda and Jacqueline Logan, both popular players, fill the leading roles, with Jason Robards, a newcomer to the screen, as the handsome hero. This picture will be shown at all performances to-day, but to-morrow it will only be screened at the 5.15 and 9.20 performances, the attraction at 2.30 and 7.15 being the Chinese drama, "Lok Young Bridge."

A STORY OF THE SEA.

"The Lighthouse by the Sea," which will be the chief attraction at the Star Theatre to-day and to-morrow is a picture adapted from the popular stage play of that name by Owen Davies. The story centres around the keepers of a lighthouse on the Pacific Coast, who stand in the way of a band of bootleggers who carry on an illicit trade in that locality. The picture is full of interest and the plot is adequately handled by Louise Fazenda, Buster Collier, Mathew Holt, Douglas Gerrard and Charles Hill Mailes, while Rin-Tin-Tin, the marvellous dog, does his full share in making "The Lighthouse by the Sea" a picture well worth seeing.

VISIT TO HONG KONG.

Mr. Chu, Chao-hsin, Commissioner of Foreign Affairs in the Canton Government, paid a flying visit to Hong Kong yesterday and called on H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.). Mr. Chu arrived in the afternoon on the day boat from Canton and left again last night.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; Syd Chaplin in "The Missing Link." To-day—Star Theatre; "The Lighthouse by the Sea." To-day—World Theatre; "Footloose Widows."

Sports. May 26-28—Fifth Extra Race Meetings of the H.K. Jockey Club, Happy Valley.

Lammerts' Auction. May 15—At Sales Room, Dundell-st., a valuable collection of curio, 2.30 p.m. May 17—At 6, Knutsford-terrace, household furniture, 2.45 p.m. Meetings.

To-day—Annual meeting of the H.K. Auxiliary of the British and Foreign Bible Society, at Helena May Institute, 5.30 p.m.

To-day—Peak Church Annual meeting in St. John's Cathedral Hall, 5.30 p.m.

May 17—Forty-seventh ordinary general meeting of shareholders of the Canton Insurance Office, Ltd., at Messrs. Jardine, Matheson's offices, noon.

May 18—Extraordinary general meeting of China Sugar Refinery Co., Ltd., at the offices of Messrs. Jardine, Matheson & Co., Ltd., 11 a.m.

May 25—Fifty-fifth annual meeting of Union Insurance Society of Canton, Ltd., Union-bldg., 11 a.m. May 26—Fifty-ninth annual meeting of the China Fire Insurance Co., Ltd., Union-bldg., 11.15 a.m.

May 26—Sixty-second annual meeting of British Traders' Insurance Co., Ltd., Union-bldg., 11.20 a.m.

May 29—Half yearly meeting of H.K. Jockey Club, H.K. Club annex, 5.15 p.m.

Miscellaneous. May 24—Official opening by H.E. The Officer Administering the Govt. of Cheer 'O' new premises in City Hall, 6 p.m.

EIGHT STROKES.

DEAF MUTE AND MOTOR CAR.

The story of a Chinese lad's adventures with a motor car about which he knew nothing was told at the Kowloon Magistracy this morning before Mr. Schofield.

It appears the lad took the car out whilst the owner, an Indian, was away. The vehicle got out of control and, running into some rickshaws in Canton-road, caused damage to the extent of \$325. This occurred yesterday.

Remarkable upon the futility of attempting to recover damages from the youth, who is a deaf mute, the son of a hawker, also a deaf mute, the Magistrate ordered him to receive eight strokes.

FREE PLASTERS.

Charged before Major C. Willson at the Central Magistracy this morning with selling Chinese medicine in Bonham-strand East without a licence, a Chinese told his Worship that he only charged for consultations and gave the plasters away free. If patients were cured by his medicine, they generally offered him presents afterwards. The Magistrate imposed a fine of \$4 or seven days' jail.

Before Major C. Willson at the Central Magistracy this morning, a Chinese "pleaded guilty" to a charge of picking the pocket of another Chinese in Connaught-road Central yesterday afternoon and stealing a purse containing 30 cents. Sentence of two months' hard labour was passed.

NOTICE.

HONG KONG JOCKEY CLUB.

NOTICE.

Subscription Grifflins 1928/1929.

LISTS are now open for Members to subscribe for Subscription Grifflins for season 1928/1929 and have been posted at the Race Course, Stables (Causeway Bay) Hong Kong Club, and Secretary's Office.

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H. R. FORSYTH, Acting Secretary. Hong Kong, 15th May, 1928.


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A grave believed to date from 1700 B.C. has been opened at Ludchurch, near Narberth, Pembrokeshire.

A donation of \$10,000 has been sent to King Edward's Hospital Fund for London by Mr. J. J. Crossfield.

Twenty insurgents and four Federal soldiers are reported to have been killed in a fight at Tequila, Mexico.

James Drumm, who claimed to be 109 and whose eyesight and hearing were excellent, has died at Enniskillen, Fermanagh.

London General Omnibus Company employees are raising a fund to take 1,000 poor children for a day in the country.

More than 4,000 people were in Cambridge for the annual conference of the National Union of Teachers, which opened in mail week.

The parish priest of St. Hubert, the new Montreal airport, has obtained permission to fit an illuminated cross to the steeple of his church as a guide to night fliers.

After very lengthy preparations and the overcoming of great difficulties, a lottery is to be floated in Rhineland for the benefit of necessitous growers in the wine industry.

Mr. A. J. Waldegrave, one of the Post Office assistant accountants-general, has been appointed Deputy Comptroller and Accountant-General, from which post Mr. F. J. Pearson recently retired.

The Trans-Atlantic telephone service from Great Britain to Canada has been extended to afford communication with a number of smaller Canadian towns in addition to the centres previously announced.

Mgr. Seipel, the Austrian Federal Chancellor, has decided on the advice of his doctor to leave for Karlsbad for a three weeks' cure. The state of the Chancellor's health, however, gave no cause for anxiety.

Riga, May 14.—The Latvian police have arrested Captain Lange, Aide-de-Camp to the Soviet Military Attaché, on a charge of inducing Latvian officers to reveal military secrets. A Latvian captain and a staff lieutenant have also been arrested.—Reuter.



Sen. Joseph T. Robinson, of Arkansas, who was permanent chairman of the 1920 Democratic Convention at San Francisco, is said to be the likely choice to occupy a similar position at the Houston Convention in June.

A contract for the construction of 65 locomotives has been placed with Messrs. William Beardmore & Co., Dalmeir, by the L.M. and S. Railway Co.

M. Nadosy, the former Hungarian chief of police, who had served two-thirds of his sentence of 3½ years' imprisonment for complicity in the notorious forged banknotes case, has been pardoned, with others, under the amnesty declared by the Regent.

A notable increase in the commercial use of aeroplanes in Canada, particularly in the new mining districts far from railways, is reported by the Federal Government Department of Civil Aviation. During 1927 twenty-one civil organizations operated aircraft, as compared with sixteen organizations in 1926.

Yesterday afternoon Major C. Wilson was again occupied at the Central Magistracy with the case in which a Chinese broker named Yu Yau is charged with pestering a Chinese woman and behaving in a threatening attitude towards her. After further evidence had been heard, an adjournment was given. Mr. R. A. Wadson appeared for the woman whilst the defendant was represented by Mr. Hin-shing Lo.

Mrs. Susan Brown died at Rugby aged 101.

Mrs. Ann Jelly, of Leicester, died the day after her 102nd birthday.

Mrs. Ellen Boulding, of Sittingbourne, Kent, was 100 years old in mail week.

Through an anonymous gift of \$900 the Guildford Museum is to be extended.

Five couples were married simultaneously at St. George's Church, Southwark, S.E.



The literary lion from the wilds of Africa—Alfred Aloysius Smith—better known as Trader Horn. He is shown with one of the griddles which he used to peddle in South Africa before he wrote his best-selling autobiography, about Nina T. and his adventures while trading in ivory, ivory and rubber. He is now earning in the neighborhood of \$4,000 a week royalties on his book.

Mr. W. H. Burt, an Eastbourne solicitor, has died in a nursing home there, aged 66.

The 43 public-school boys who have been touring South Africa have returned to London.

Lady Cunynghame, Cheyne-gardens, Chelsea, S.W., has reported to the Brighton police the loss of a diamond pendant worth \$150.

The forthcoming marriage of Mr. A. C. da Silva, of No. 534, Nathan-road, and Miss S. M. Lima, of No. 1, Granville-road, is announced.

Messrs. G. U. da Roza and L. A. da Rocha are authorised to sign the firm of J. M. da Rocha and Co., merchants, insurance agents, etc.

Tanks belonging to the Standard Oil Company caught fire at Havana, and several hundred thousand gallons of oil were in danger of being destroyed.

Tone Sumie, a Japanese, of Canfield-gardens, Kilburn, N.W., was fined \$20 at Folskote for attempting to smuggle a pair of opera glasses and a camera from the Continent.

Twenty-nine persons are being given anti-rabies treatment at the hospital at Kingston, Ontario, consequent upon the outbreak of rabies among dogs in the surrounding district.

A lion tamer at a Blackpool circus was withdrawing his head from a lion's mouth when his cheeks caught the animal's teeth, injuring him so that he had to be attended by a doctor.

Owing to complaints received from apothecaries that many imported drugs are not pure, the Ministry of the Interior has issued a circular calling upon Portuguese doctors to prescribe wherever possible medicines produced in Portugal.

The Spanish Government has approved a scheme for enlarging the water supply canal known as Isabella II., to supply Madrid with a sufficient quantity of water for a population of 2,000,000 inhabitants. The cost of this scheme will amount to about \$2,758,000, and it will find work for more than 2,000 men.

About 200 Chinese took part in a serious fracas in Canton-road, Yau-mat, on Saturday evening, arising out of a small boy being knocked down by a bus. Although the lad was but slightly injured, a number of coolies who witnessed the accident became furious, and surrounded the bus in a threatening attitude. The passengers were permitted to get away unmolested, but the driver and conductor were badly mauled by the crowd. They had to be taken to hospital after the police had effected their rescue. Two coolies alleged to be the ringleaders were taken to the police station.

The King has appointed Mr. William Thomas Lawrance, K.C., to be Recorder of the Borough of Bournemouth.

Four acres of land at Bellingham, Bedford, will be laid out as a children's recreation ground by Bellingham Council.

Six Nonconformist ministers took part in the three hours' Good Friday service at St. Anne's, Parliament-hill-fields, N.W.

The Turkish National Assembly has approved unanimously the modification of the constitution separating Church and State.

The King and Queen sent a message of congratulation to Lady Noble, widow of Sir Andrew Noble, of Newcastle-on-Tyne, who was 100 in mail week.

The Earl of Balfour, who has been confined to his bed with bronchial catarrh for about a fortnight, was making good progress a few weeks ago.

Fifty-one members of the International Bible Students' Association, 16 men, and 35 women, were baptised in Liverpool Corporation baths on one day.

A Riviera branch of the Association France-Grande Bretagne has been formed, with headquarters at Cannes, where Lord Derby, president of the London branch, has been staying.

The Glasgow Corporation was fined \$6 at the Sheriff court for allowing three tramway-cars to exceed the speed limit, one of the cars being said to have travelled at 30 miles an hour.

The establishment of a theatre for the production of Charles Dickens's works in the United States is one of the aims of the American Dickens League, which has just been incorporated.

The Governor of Angola has declared void the contracts which had been concluded with regard to the supply of labour in the Island of St. Thomas, owing to irregularities in the conditions of recruiting.

A large water main burst in Kowloon on Sunday, causing the collapse of a part of the road on the small hill by the Kowloon Ginger Factory, a little distance from the fork point of the Lai-chikok and Tai-po-roads. The road was clear at the time.



David E. Kaufman, well known attorney and philanthropist of Philadelphia, Pa., who has been nominated by President Coolidge as the United States minister to Bolivia. He will succeed Jesse B. Cottrell. This will be his first diplomatic office.

An indication of the rising value of real estate in the business section of Vancouver is given by the recent purchase of a 75-foot corner lot for 1,000,000 dollars, a record price. A modern ten storey office building will be erected on it. The lot was bought by the owner in 1899 for 13,750 dollars.

Four new high-speed motor patrol boats, armed with machine-guns, will soon be completed for the Canadian Customs service on the Atlantic seaboard. They will form part of a largely increased preventive service to combat rum runners. This fleet will include ten new motor patrol boats and two new steel cruisers.

A sum of between \$1,800 and \$2,000, all in banknotes, was lost yesterday by Mr. P. D. Keyser of the P.W.D. The money, which was wrapped up in paper, was being carried in Mr. Keyser's pocket, and must have either dropped or was picked from the pocket whilst Mr. Keyser was in the vicinity of the King Sing Cinema. There were no marks or writing on the outside of the notes.

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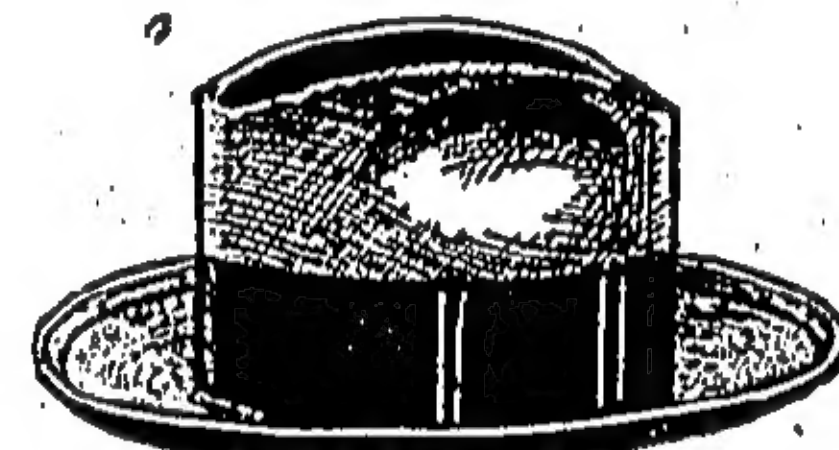
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Sport Columns

WOMEN'S GOLF.

168 FOR BRITISH TITLE.

HOLDER BEATEN.

Hunstanton, Yesterday. In unsettled, cold and windy weather, the British Ladies' Open Golf Championship commenced here. There were 168 entries, in-



Mlle Simone de la Chaume.

cluding representatives from Australia, America, France and Germany.

In the first round Miss Glenna Collett (America) beat Mlle. Simone de la Chaume (France) the holder, 3/1.

In the second round Miss Collett beat Mrs. Shirley Lamplough, 7/6. —Reuter.

JUPP SHINES.

TAKES 12 WORCESTER WICKETS.

London, Yesterday. At Northants Northamptonshire defeated Worcestershire by five wickets.

Worcester made 83, Jupp taking eight for 29; and 188, Jupp securing four for 59.

Northants scored 175, Tarbox taking six for 52; and 97 for five. —Reuter.

VISIT TO MANILA.

ST. JOSEPH'S COLLEGE SOCCER TEAM.

According to Manila papers to hand, the P.A.A.F. offices in that city have received word from Hong Kong that the St. Joseph's College football team would leave for the Philippines on the Dollar s.s. "President Wilson" on May 20, and were due to reach Manila on May 22.

Arrangements are accordingly being made at Manila for the collegians to play a series of four soccer games in that city. Plans at present indicate that the Saints will be matched with the Nomads team, a Swiss XI, a Chinese team and probably a Filipino or American outfit.



Princeton, N. J.—An unusual action shot of Captain Willaver (with helmet on) blocking John Sison, during the first spring practice of the Princeton University lacrosse team. This strenuous Indian game is sometimes called a combination between tennis, baseball, basketball, football and murder.

THE ROVERS.

VARIED CAREER IN SCOTTISH LEAGUE.

THE RATH CLUB.

The Rath Rovers are in the limelight just now, not through any astounding progress made in the national Cup ties, or a stern endeavour to win the League championship, but because they are included in a list of four clubs, one of whom must accompany Dunfermline Athletic into the Second Division of the League. The other three in the danger zone are Hamilton Academicals, Clyde, and Bo'ness.

Let me at this juncture give a brief resume of the Kirkcaldy club's career as members of the League. It was in season 1902-3 that the Rovers joined the body named. Then, fresh from winning the championship of the Northern League, they were accepted into the Second Division. During their first season there they performed very poorly, and were unable at any time to field a team capable of collecting points consistently.

Between thirty and forty players appeared on the field for them, between the months of August and April, and amongst them were some of conspicuous merit, such as "Archie" Taylor, Crawford, and "Soldier" Wilson. The first-named had a Dundee-Falkirk connection, and Crawford, a full back on loan from the Rangers, was at one time capped against the English League. Wilson, one of several players secured from the Black Watch, was a really great centre-forward, whose sudden death on the field in an English enclosure created a tragic sensation. Other members of the team were C. Moodie and A. Grierson. Both played many seasons for the Star's Parkers, and Grierson had the distinction of doing so in the Northern League competition as well as in both Divisions of the Scottish League. He died nearly six years ago.

Walker, of Swindon Town. In the following season the Kirkcaldy club introduced to senior football Walker, the fair-haired lad who went to Swindon Town and became one of Scotland's regular full backs.

The Rovers were for eight consecutive seasons in the Second Division, and won the Scottish Qualifying Cup in 1906-7, by defeating St. Bernard's in the final. The same opponents defeated them in the last round the following season. The Kirkcaldy club won the Second Division championship in 1907-8, and shared the honour with Leith Athletic two seasons later.

As qualifying Cupholders, the Rovers were unlucky not to oust the Heart of Midlothian from the Scottish Cup competition proper at Tynecastle. Two goals down with the second half well-spent, the Second Leaguers fought back heroically, and effected a draw. The Hearts, however, won the reply. The next season, in the Scottish Cup ties, Partick Thistle were held at Meadowside and, defeated at Kirkcaldy, where the Celtic overpowered the Rovers in the following round.

During their connection with the Second Division, the Rath Rovers qualified for the big competition only on the occasions named.

Latterly, Port-Glasgow Athletic had found the financial train of running a First Division club too severe, and at the end of season 1909-10 there was a vacancy in that Division. Competition to secure

the seceding club's position was very keen, and when the Scottish League met on the 7th day of June 1910, there were many applicants for the vacant berth. These included the Rath Rovers, Dunbarton, Leith Athletic, Abercorn, Ayr United, and one or two others. The Kirkcaldy folks felt nothing undone in their efforts to provide Kirkcaldy with first-class football, and they were successful by a big majority in gaining their ambition.

"Sam" Aitken, Middlesbrough, was the first capture of note effected by the new First Division club. He captained the team. The Rovers' inaugural game in their new environment was played at Greenock, where Morton defeated them by 1-0 in mid-week. The Greenock club also provided the Rovers with their first win in the competition. In the interval, however, the Rangers had conquered the "baby" Leaguers by 2-0 in the initial First Division game played at Kirkcaldy.

The Fifers played continuously in the upper circle until the end of season 1916-17, and generally occupied a position on the lower half of the table. The last three seasons of their uninterrupted presence in the premier division were war seasons.

Scottish Cup Finalists. It was in season 1912-13 that the Rovers reached the final of the Scottish Cup competition, to fall by 2-0 to Falkirk. The Star's Park club in the following season defeated their visitors—the Heart of Midlothian—by a similar score in the same competition, and that was the only other outstanding achievement of the Fife fellows during their pre-war connection with the First Division. During the latter stages of the war the Rovers, along with the other First Division clubs north of the Forth—then Dundee and Aberdeen—played in makeshift competitions.

All three returned to the First Division in season 1919-20. The "Lang Toon" club retained a number of players who had assisted them during various stages of the war, and included in the list was W. Birrell, their present player-manager, who was for some time a prisoner of war in Germany.

It was midway through season 1920-21 when the Rovers began to build up the team who became one of the most powerful in the country. Here are the eleven at full strength:—Brown; Inglis and Moyes; Raeburn, Morris, and Collier; T. and J. Duncan, Jennings, Bauld, and Archibald. That was the team who gained for the club the third position from the top of the League in season 1921-22.

The following season Bell, Miller, and James replaced T. and J. Duncan and Bauld respectively, and with these alterations a splash was made in the national ties. The Rovers reached the fourth round after defeating the Cupholders—Greenock Morton—Cowdenbeath, and Dunfermline Athletic, but the Celtic mastered them at Parkhead by a late goal. In season 1923-4 the St. Bernard's created one of the sensations of the season when at Star's Park they dismissed the Kirkcaldy club from the competition.

The beginning of the break-up of the Rovers' great team began the following season, when Inglis and Collier departed for England. Then, after the dismissal of the club from the Scottish ties by the Hamilton Academicals, Jennings signed for Leeds United.

Season 1925-6 was not long in progress when the team had become depleted to such an extent that the only players who remained as a memory of the "star" eleven were Moyes and Bell, and the former alone played in the fateful match with the Queen's Park at Star's Park. If the last minute goal in that encounter had been scored by the Rovers instead of the Hampdenites, the former would have escaped relegation.

And after a season in the Second Division, it is regrettable to find the danger zone again, but also in a position of extreme peril. The club have before them another period of great anxiety.

THE DAVIS CUP.

INDIA GETS INTO THIRD ROUND.

Zurich, Yesterday. In the Davis Cup competition (second round) India beat Switzerland by three matches to two and meets the winner of the Roumania-Italy contest in the third round. —Reuter.

It was in a manager's office. The manager was engaging an actor. "There will be no salary, of course, for six weeks of rehearsals," said the manager, "but for the run you will have the sum stated."

The actor interjected: "Pay me for the rehearsals, and I won't mind about the run."

TEASERS.

Answers to To-day's Questions.

1. A section of the Hindoo philosophy which proclaims the emancipation of the soul through a junction with the universal spirit. The Yogis are a Saivavite sect, founded by Goraknatha. They have a temple at Gorakhpore.

2. A former British gold coin of the value of 20s. issued in 1604 by James I.

3. The first London tramway was established at Bayswater, in 1861.

4. In 1897.

5. People hired in certain parts of England in olden times to cut bread over dead bodies at funerals, the idea being that the eaters thereby took upon themselves the burden of the sins of the dead.

6. Sepia is a pigment prepared from a black secretion of the cuttle-fish.

V.C. WHO STOLE.

TWO SIDES OF PICTURE REVEALED.

HIS GALLANT EXPLOIT.

April 4, 1928: "This is a lamentable case of a gallant soldier being charged with theft. He was subjected to severe temptations." Counsel at Tower Bridge Police Court.

June 4, 1918: "It is impossible to speak too highly of the extreme gallantry and dash of this N.C.O., who showed throughout the four days' operations supreme devotion to duty."—The "London Gazette."

These two strangely-contrasting statements referred to Arthur Henry Cross, V.C., of Trinity-buildings, Mermaid-court, Borough, and electrified the Tower Bridge Police Court in London, when he appeared in the dock charged with stealing postal packets.

Mr. Gallaher, prosecuting, tempered his accusations with mercy, and referred in tones of admiration to the V.C.'s war service.

Cross, he said, had been in the Post Office three years at a wage of £3 a week. He had a disability pension of 25s. a week and a gratuity of £10 yearly in respect of his decoration. On account of

losses of letters, inquiries were made, and suspicion fell on him.

A test letter was made up and posted and put amongst the letters Cross had to sort. Later it was missed, and when questioned Cross admitted having taken it, and also several other letters containing money.

"That," said Mr. Gallaher, "is one side of the picture. There is another. I will read an extract from the "London Gazette" of June 4, 1918.

Arthur Henry Cross, Machine Gun Corps (Camberwell). Victoria Cross. For most conspicuous bravery and initiative. Lance-corporal Cross volunteered to make a reconnaissance of the position of two machine guns which had been captured by the enemy. He advanced single-handed to the enemy trench, and with his revolver, forced seven of the enemy to surrender and carry the machine guns with their tripods and ammunition to our lines.

He then handed over his prisoners and collected teams for his guns, which he brought into action with exceptional dash and skill, annihilating a heavy attack of the enemy.

P.M.G.'s Kindness.

Then there followed the reference given above to his gallantry and devotion.

Mr. Gallaher added that the best to secure Cross some other employment outside the Post Office, where he would escape similar temptations.

Mr. Goff, defending, said that Cross had been subjected to severe temptations, as his wife had been seriously ill for some time, and a son had been out of work.

Mr. Gattie, the Magistrate, said the case was a very difficult one to deal with. The public had to be considered but he felt he should be justified in giving the V.C. another chance in view of his exceptional Army career. He would bind him over.

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Come In FRANKLYN BAIR
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(from Show Boat) With Piano
On Lucindy With Piano THE REVELERS
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In the Evening
With Piano and Pipe Organ
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No. 21273, 10-inch

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JOHN MARTIN-ED SMALLER
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On New York—	
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TELEVISION.

WHEN WIRELESS WALKS AND
TALKS.

[By Shaw Desmond.]

Mr. Winston Churchill's recent
protest against the ban on wireless
controversy is of vital importance
when considered in conjunction
with the linking up of television
with ordinary broadcasting.I have sat in an "electric chair"
—not the electric chair—in the
middle of London with powerful
lights beating down upon my de-
fenceless head and a whirling like
the wings of Azrael about me. A
man has sat three thousand miles
away in New York and has seen
me try to smile and move my head.
I shall see him, too, and
we shall speak together across the
Atlantic about cabbages and kings
and taxes.Television will be a commercial
proposition within two years. With-
in three to five, you will sit in your
parlour looking at a screen upon
which Gall Curci or Kreisler or
Edison will not only sing and play
and talk but walk.What is the British Broadcasting
Corporation going to do about it?If the B.B.C. as it is affectionately
known, betray a heavy official in-
difference to the all-British inven-
tion of Mr. Baird, upon the plea
that "it is not yet brass tacks,"
then they will doom their listeners-
in as the manager of a music-hall
would doom his audience if he in-
sisted that they should be blind-
folded through the performance.

The B.B.C.'s Critics.

The B.B.C. is a much maligned
institution. It is rigidly compelled
by its charter. It is not permitted
to make any profits, I believe. It
has behind it the quidnuncs of
party who sometimes put the frac-
tious infant in a strait waistcoat
of politics and then wonder why
the child doesn't grow up. It has
exactly two and a quarter millions
of nightly critics.Give the B.B.C. a chance and
then blame it if you will. So far,
it has not had a chance.How does the B.B.C. live? At pre-
sent—I believe it is not pose as ex-
pert—I believe it is a peddler in
licences, for which it nominally re-
ceives ten shillings per licence per
year. . . perhaps. (I say per-
haps, because many of my friends
have given up their wireless owing
to what they call the "poverty" of
the programmes offered, and many
of them don't pay anything at all.)Of this 10s. the P.M.G. first of
all gets his pound of flesh, that is,
12½ per cent., or 1s. 3d. After he
has got his fifteen pence, the B.B.C.
receive out of the remaining 8s. 9d.(a) In respect of the first million
the following amounts:—
licences, 90 per cent.(b) In respect of the second
million licences, 80 per cent.(c) In respect of the third mil-
lion licences, 70 per cent.(d) In respect of all in excess of
three million, 60 per cent. (The
balance of these percentages goes
to the Exchequer.)

"A Lease on the Ether."

My proposition is that the re-
venue of the B.B.C. should be by
the lawyers and the grace of Heaven,
plus public opinion, which is the
same thing, "gradually be trans-
formed from a licence revenue for
listening-in to programmes pro-
vided solely by the B.B.C. to a re-
venue to be obtained from various
interests and enterprises ready to
supply their own programmes and
willing to pay the B.B.C. for send-
ing them."Put into a few words, why should
not the cost and trouble of produc-
ing programmes be taken off the
already overburdened shoulders of
the British Broadcasting Corpora-
tion and put upon the broad backs
of various private enterprises, who
would rent from the B.B.C. "a lease
on the ether"? This "lease on the
ether" would be for the purpose
and right of wirelessing these pro-
grammes, each private interest be-ing responsible for its own pro-
gramme.At one fell swoop this would ac-
complish the following miracles:—First, it would give you and me
our wireless broadcasting free,
without licence, and nothing to pay
for but our apparatus. (Result, a
contented British public.) Second-
ly, the public—that is, you and
me again—would get a hundred to
two hundred per cent. better pro-
gramme than we get to-day, be-
cause the various private interests
would be competing one against
the other for the most favourable
periods of the twenty-four hours
in which to broadcast, and so
would be constantly keying up the
quality of their programmes. (Re-
sult, more contentment.) Thirdly,
as Mr. Churchill would be constan-
tly finding his pound of flesh in-
crease, as the television-broadcast-
ing revenue increased, we should
get a shilling off the income tax
and Mr. Churchill—a very impor-
tant point—would be happily and
quietly satiated.The Chancellor's "pound" would
be secured by a fixed percentage
payable to the Exchequer upon
the British Broadcasting Com-
pany's revenue. And it can, I
think, be demonstrated that his
pound of flesh would probably
double and treble itself within a
few years, and in any case would
far exceed the measly fifteen pence
at present received by the P.M.G.

Bigger Fees.

Let the Churchill imagination
gently wander amidst the possibili-
ties of this transference of the
B.B.C.'s revenue from a pedlar's
licence to peddle his own neces-
sarily limited wares to a revenue
gathered for peddling other
people's wares, in quality and
quantity and type of an infinite
variety. Let the Chancellor
visualise not only private concert
and theatrical interests, but the
interests of the great political
parties, his own included, compet-
ing one with the other for the
best time of day in which to give a
gratified and grateful public the
best possible programme, from
"slap-stick" to sopranos and from
Ludwig van Beethoven to Irving
Berlin! Then, permitting that
imagination still to wander, let
him visualise the still keener com-
petition amongst the people's
favourite politicians for the right
to announce the programme!And let the public here also do
a little imagining. Would there
not be an end of the day when a
British Broadcasting Corporation,
despite its monopoly, is only able
to offer sometimes as little as six
guineas for the broadcasting rights
in three one-act sketches, as it has
recently done in one case? When
programme-makers are able to offer
five to ten times that amount, as
would be the case under competi-
tion, will they not be likely to get
the pick of the artists?Think of the day, now not far
distant, when every home in En-
gland will have its television screen
allied with the usual broadcasting
listening-in apparatus. The day
when mother and father and
Tommy and Agatha will be able to
see Sir Gerald du Maurier as well
as hear him, and watch Miss
Evelyn Laye or Miss Gladys Cooper
as well as hear them. Then let him
do a few simple sums of compound
interest and I think he may come
to the conclusion that wireless
hitherto, and the revenue gathered
from it, because it has been minus
television, has only been a joke.

If the B.B.C. Refuses.

The truth is that broadcasting,
especially when allied with tele-
vision, should not be a Government
concern at all, like the Post Office.
Give an absolute monopoly and
anybody can make a profit, as does
the Post Office. But absolute
monopolies are bad for trade and
worse for freshness of ideas. Let
it be the Government's business
just to allot wireless programmes
provided by outside experts, and
nothing else.Of course, it may be said by cer-
tain fellows of the baser sort that

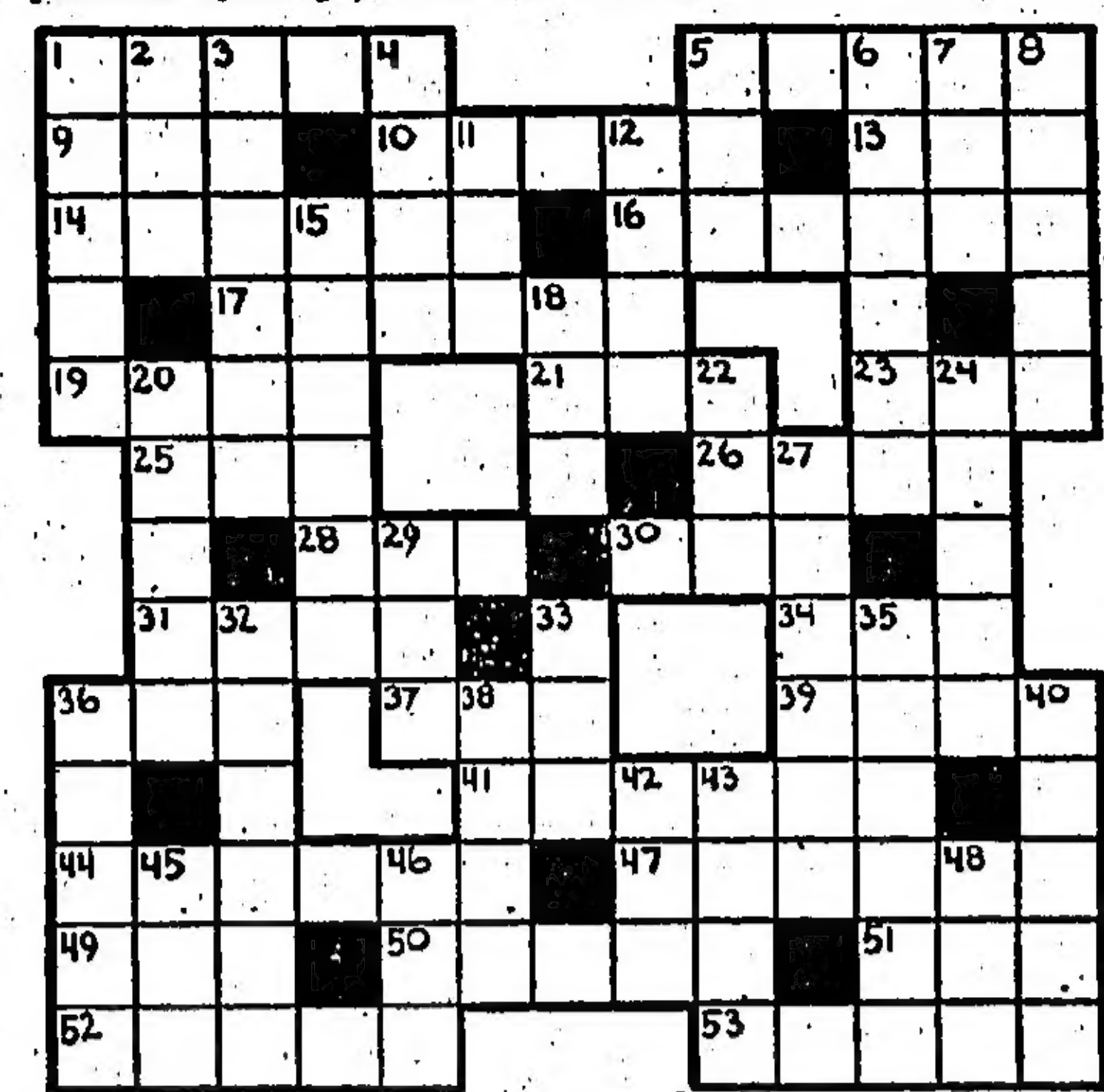
RADIO BOOM.

GERMAN SERVICES TO
AMERICA.Berlin.—Since the establish-
ment of telephonic communication
between Europe and America the
German Post Office and German
technical experts have been work-
ing to secure direct intercourse in-
dependent of England or any other
country.The preparatory work has been
carried on so satisfactorily and so
expeditiously that it is announced
that a direct telephonic service be-
tween Germany and the United
States will be opened shortly.
Apart from other reasons, this
direct intercourse is beneficial to
Germany, because it is cheaper, so
that lower charges can be made,
and also because technical ad-
vances have been made which Ger-
many can employ from the out-
set.The English station at Rugby, it
is pointed out, still works with long
waves which are rapidly becoming
obsolete. The German industry,
on the other hand, came later into
the field and has started by con-
structing short-wave beam stations
for the telephone service with
America. These, it is claimed, are
not only more perfect technically,
but are more remunerative, as
they work with much less energy.The new sending station is at
Nauen, and the receiving plant is
at Beelitz, both just outside Berlin.
German wireless trans-oceanic in-
tercourse is being developed on the
basis of short waves, and in the
middle of this year direct wireless
communication will be established
with Mexico and Siam, and on both
lines telephonic intercourse will be
possible. During the present sum-
mer also telephonic communica-
tion will be possible between Berlin
and Buenos Aires, and towards the
end of the year the great sending
station that is being built by Ger-
man experts in Japan will be in
working order.In addition to this service experi-
ments are shortly to be made from
the Nauen shortwave station with
the transmission of telephone mes-
sages and pictures between Berlin
and Tokyo, so that altogether Ber-
lin anticipates that it will soon be
in direct wireless communication
with all the important centres on
the globe.all this is very well—but suppose
the B.B.C. stands pat and refuses
to alter its constitution, mental and
physical? What then? One ven-
tures to imagine that the vox
populi might, under inspiration
which is already showing itself,
make itself heard.All this could be accomplished
by certain simple alterations in
the charter and licence of the
B.B.C. all of which I think can be
effected with a minimum of fric-
tion and inconvenience.During the transition stage the
licence fee charged to the public
could be gradually reduced to
vanishing point as the other re-
venue increased. And this is but
one suggestion out of a dozen
others that are possible.

No Time to Lose.

When this has been accomplish-
ed, the B.B.C.'s sole business
would be the transporting of the
message. It would provide the
stations and staffs, would be reliev-
ed from a task for which it is
manifestly unfitted—that is the
task of providing artists, etc., and
the onus of programme would fall
upon the different national inter-
ests who would be providing its
new revenue.It is television which makes
this question urgent. This is
not the place to anticipate the pro-
found developments, sociological as
well as economic, which the com-
ing of the living figure upon the
screen is going to effect in our
daily lives, but those developments

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert
but our readers are warned to look out for occasional
phonetic spellings, such as harbor, plow, and alto.)

©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-What do some country people call an onion? (Dial.)
- 5-What English dramatist wrote "Euphonia" from which "Euphonia" is formed?
- 9-Roman household god
- 10-What English dramatist wrote "Venice Preserved"?
- 13-A suffix used to form personal nouns from adjectives
- 14-What is a tract of land producing grass for hay?
- 16-Inclined
- 17-Marked with veins
- 19-Never (past)
- 21-A part of the foot
- 23-Suffix. Same as "qua"
- 25-Mohammedan proper name
- 26-A bird
- 28-Advance guard
- 30-To poke
- 31-Willingly or freely

HORIZONTAL (Cont.)

- 34-To lubricate
- 36-Prefix. With 37-Likewise
- 38-What large extinct plesios lived in Mauritius?
- 41-What other name has the lethargus of Panama?
- 44-To be sleepy
- 47-Like a bear
- 48-Prepositional pronoun
- 50-What is the bole of a tree?
- 51-One of the months (abbr.)
- 52-Being in want
- 53-A medicinal plant

VERTICAL (Cont.)

- 12-Beasides
- 15-To draw, as from a source
- 18-An American Indian
- 20-Soon to occur
- 22-The highest note in Guld's scale
- 24-What is an ancient Scandinavian bard or minstrel called?
- 27-Dwellings
- 29-Toward the stern
- 32-A native state in Central India
- 33-What kind of a snake is the aboma?
- 35-What group of islands lies west of Greece?
- 38-What seaport city of ancient Phenicia occupied the site of modern Balda?
- 39-On what river is the Frankfurt of East Germany?
- 40-Lake of North Russia
- 42-A small stream
- 43-Afflicts with fatigue
- 45-To regret
- 46-Pig son
- 48-A bird

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

are already beginning to knock at the door of each one of us. These developments will not only be national but international, and if Great Britain is to gain full advantage of the new "science of seeing at a distance" it is essential that the leaders of the nation should lift all this business of television-broadcasting from the plane of a single mere or less isolated and constructed broad-
casting corporation to the broader plane of national concept allied with private competition—"Evening Standard."

WATER SUPPLY.

Level and Storage of water in Reservoirs on May 1, 1928.—
CITY AND HILL DISTRICT WATER

WORKS LEVEL.

	1927	1928
Tytam	12' 11" 17' 5" B	
Tytam Byewash ..	12' 4" 16' 8" B	
Tytam Intermediate ..	10' 0" 4' 8" B	
Tytam Tuk	28' 4" 38' 0" B	
Wong Nei Chung ..	21' 7" 16' 5" B	
Pokfulum	12' 1" 11' 10" B	
[Note: B denotes "Below Overflow"; A denotes "Above Overflow"; Storage in millions and decimals of gallons.]		
Tytam	283.99	258.30
Tytam Byewash ..	3.67	4.87
Tytam Intermediate ..	143.30	171.88
Tytam Tuk	824.0	658.3
Wong Nei Chung ..	8.80	12.82
Pokfulum	39.93	40.44
Total	1,300.23	1,140.89

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1927	1928
Consumption	215.29	217.00
Estimated population 411,000	421.380	
Consumption per head	17.4	17.1
Intermittent Supply in all Rides		
Main Districts west of Garden		

YESTERDAY'S SOLUTION.

ACROSS	DOWN
1. ALEX	1. ALEX
2. HAMP	2. HAMP
3. HAMP	3. HAMP
4. HAMP	4. HAMP
5. HAMP	5. HAMP
6. HAMP	6. HAMP
7. HAMP	7. HAMP
8. HAMP	8. HAMP
9. HAMP	9. HAMP
10. HAMP	10. HAMP
11. HAMP	11. HAMP
12. HAMP	12. HAMP
13. HAMP	13. HAMP
14. HAMP	14. HAMP
15. HAMP	15. HAMP
16. HAMP	16. HAMP
17. HAMP	17. HAMP
18. HAMP	18. HAMP
19. HAMP	19. HAMP
20. HAMP	20. HAMP
21. HAMP	21. HAMP
22. HAMP	22. HAMP
23. HAMP	23. HAMP
24. HAMP	24. HAMP
25. HAMP	25. HAMP
26. HAMP	26. HAMP
27. HAMP	27. HAMP
28. HAMP	28. HAMP
29. HAMP	29. HAMP
30. HAMP	30. HAMP
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road during April, 1927, and
Full Supply in All Rides Main Districts
east of Garden-road during April,
1927.Intermittent supply in all Rides
Main Districts during April, 1928.

KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir ..	18' 0" 17' 4" B	
Shek Lai Pui Reser- voir	20' 4" 8' 2" B	
Reception Reservoir ..	16' 10" 2" B	
[Note: B denotes "Below Overflow"; A denotes "Above Overflow"; Storage in millions and decimals of gallons.]		
Kowloon Reservoir ..	191.50	193.58
Shek Lai Pui Reservoir ..	81.48	81.84
Reception Reservoir ..	80.95	27.87
Total	253.93	303.29
Consumption of water in Kowloon in millions and decimals of gallons during the month of April.		
Consumption	81.86	97.59
Estimated population 159,320	164.880	
Consumption per head	17.0	19.7
Full Supply in all districts during April 1927 and 1928.		
The Government Analyst's reports show that the quality of the water is satisfactory.		
Total rainfall to April 30, 1927, 16.32 April 30, 1928, 14.74.		

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Commemorative
Stamps
Surcharged Ki-hei.
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MANCHURIA.

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Post Cards, Garden Seeds,
Toys, Picture

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and Children.



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Manhood and
Healthy
Womanhood.

GRADE "B"
Specially
Prepared
for Infants.

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to Mother's
Milk.
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Babies.

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CHILD MARRIAGES.

MATTERS TO BE
DEPLORED.

[By E. Arnot Robertson.]

So much attention has been focused on the distressing question of child marriages in the East that surely a little might well be spared for the same subject at home; but a crying shame far afield is always more appealing to the sympathetic British mind than a merely ridiculous state of affairs close at hand.

Certainly, we do not marry our girls when they are actually children, but sociologists tell us that the development of a twelve-years-old Eastern-bred girl, living in a tropical climate, is equivalent to that of a girl of sixteen or seventeen in the West. And at eighteen or nineteen, with the full approval of their parents, numbers of English girls make the choice which is supposed to decide the whole course of their lives, encouraged by public opinion, which sentimentalises over a young bride.

Not only are these nice young things not legally of age; they are not even considered of an age when their opinion on any matter of importance would be thought worth listening to for a moment. And yet they are expected to discern among the jolly youths who dance with them and take them about in cars or on the backs of motor bicycles, the ones who will settle down into the most suitable companions for the very different women they themselves will become in 10 or 20 years.

Society, which aids and abets their absurdly immature decisions with wedding presents and tears at the ceremony, now holds up its hands in horror at the number of such marriages which come to grief every year.

During the last hundred years or so the average marriage age for girls has advanced a good deal, but not in proportion to the drastic changes in women's outlook and position. In the days when English girls of sixteen were pledged in marriage by their fathers without being consulted at all, women were entirely household chattels. They were brought up to hope for the best in the matter of their husbands' occasional sobriety and fidelity, but not to expect too much; and in any case among the leisured classes they would not have been allowed to get to know the man well before marriage, however old they were, so that it made no difference to the choice how young they were pledged.

Moreover, once married, there was no escape for them; a fact which made, if not for contentment, at least for endurance. Nowadays, with divorce always a possibility, marriage must be far more satisfactory than it used to be in order to endure at all—which emphasises the importance of the choice.

Neither in England nor India would legal interference be advisable: there are some girls of eighteen in England who are admirably fitted to make the most important decision of their lives, though the majority are not; and, on the other hand, there are plenty of young women of twenty-two and twenty-three who are still too immature.

Roughly, I should say that, for the majority, round about twenty-four is the age when a girl is likely to have acquired enough experience, not so much of the world as of herself, to know her own mind, if she is ever going to do so. It is only public opinion that can be of any use in this question.

Unfortunately, public opinion is so unstable. A little while ago Mr. T. P. O'Connor, who should have known better, gave out that, if he had the ruling of it, every girl would be married at 18 and every man at 21 because such early marriage gave the young people responsibility and steadied them.

The desire to "steady" the young, the instinct of age to rob youth of its short period of irresponsible gaiety—pathetically brief, as it is in most cases—is a natural but deplorable thing. The hardness of life steadies young people soon enough without politicians' help.

Among the poorer labouring classes, where marriage is often very early indeed, one sees constantly young women of twenty-five, married seven or even eight years already, looking about thirty-eight and worn out with constant household toil and child-bearing. They are the unpaid drudges of the nation, for whom the few years between leaving school and marriage form, almost always, by far the brightest time of their drab lives.

Neither public opinion nor custom should be allowed to deprive them of the little youth they have to enjoy, nor should girls of any other class be encouraged by the sentiment of family and

friends to decide a life-partnership at the age when they would not even be considered fit to invest fifty pounds for themselves, if they had it!

AT LLOYD'S.

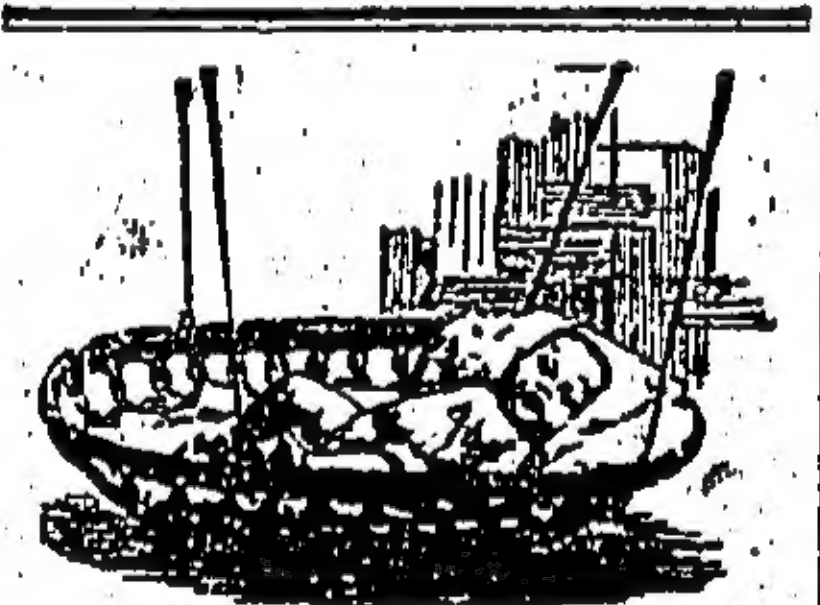
CLOSING SCENE ON MOVING DAY.

While the City presented the peaceful and deserted appearance that is common to every Good Friday, there were busy scenes in progress at Lloyd's old premises at the Royal Exchange, and in their palatial new building in Leadenhall-street. The moving of this vast establishment entailed unremitting labour, day and night, throughout the holidays. A representative of "The Daily Telegraph" who visited the vacated premises found a wonderful scene of desolation in the historic "Room." The floor was almost ankle-deep in the litter of papers, and on each of the underwriters' and brokers' desks were piled up parcels of books, ledgers, and documents of all sorts, carefully tied in bundles and awaiting removal. The famous bell that was saved from the Lutine, which is only rung when an over-due vessel enters port, or on some other special occasion, was missing from its ornamental iron framing, preparatory to its entering on a fresh lease of usefulness over the imposing rostrum in the centre of the new "Room." The old clock had also disappeared.

When business closed there was a good-humoured ebullition of spirits on the part of the more youthful members. Streamers of coloured paper were flying about, toy trumpets and rattles made a deafening noise, and there were frequent outbursts of cheering. The noise grew until, at four o'clock, the chairman, Mr. P. G. Mackinnon, made his way to the criers' rostrum; a path had to be cleared for him and the members of the committee by a bodyguard of attendants. As the chairman stood, waiting to speak, he was greeted with an outburst of cheering which lasted until the Lutine bell had been rung thrice, but when he spoke not a sound disturbed what was undoubtedly a solemn occasion. With evident feeling Mr. Mackinnon said:

Gentlemen—This occasion requires that I should say a few words to you. When business closes this afternoon we finally quit a building which has been the home of Lloyd's for nearly 100 years. Few of us can make such a change without some feelings of regret, but these feelings are especially acute for those of us who, like myself, have spent by far the greater part of their lives within these walls, and have sat in the seats that were occupied by former generations. We have, of course, had our troubles and our grave anxieties. I believe it is not these that we shall remember when we think of the old Lloyd's, but the many delightful associations of relationship, of friendship, of business, that have made so pleasant the years we have spent in these familiar surroundings. We leave with some sadness the scene of so much good in our personal lives, of so much growth and progress for the Corporation of Lloyd's.

The end of Mr. Mackinnon's speech was the signal for a fresh outburst of cheering. Someone started "Auld Lang Syne," and the crowd joined in with voices from which tears were not far distant.



HOT WEATHER PERILS AND THE BABY.

The hot months of the year are the most dangerous to infants and little children. Cholera infantum, diarrhoea, dysentery, and attacks of fever come on so quickly that the little one may be beyond aid almost before the parents realise he is ill.

No other medicine is of such aid to mothers during the hot season as Baby's Own Tablets, for they quickly reduce fever.

BABY'S OWN TABLETS

Correct constipation, gently cleanse the stomach and intestines, stop colic and vomiting, check diarrhoea, assist teething, ease croup and colds.

Parents can administer Baby's Own Tablets to their little ones with perfect confidence, for they are guaranteed free from narcotics or other injurious drugs, and absolutely safe even for the youngest or most delicate infant. In arms. Chemists everywhere sell them, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., Kansas Road, Shanghai.

COMMUNAL SINGING.

HYMNS TO BE SET TO FOLK TUNES.

CHURCHMEN'S AIM.

To find out the type of hymn and style of melody best calculated to develop the spiritual side of church work, the Churchmen's Choral Union, of 1A, The Cloisters, Inner Temple, have arranged to hold a conference at Ostend in Whitsun week, from May 26 till June 2.

Discussing the project with a newspaper representative the director of the union, Mr. Edgar Pettman, formerly organist of St. James's, Piccadilly, said, "It is all nonsense to think motoring and golf are keeping our people away from church. Give them a service at which they can sing and the congregations will come back."

"Most of the professional organists," he added, "have left the churches and gone to the cinemas, until in London there are only about thirty left. In Hampstead, for instance, there is only one. The result is the congregations are in the hands of men, who do not know the needs of the church, while there is coming into existence another class of man even more dangerous, and that is the 'new curate.' Half the music is entirely beside the mark, and when you get poor sermons on top of that, what is there to keep people in church? There never was worse choir singing, and beyond a few volunteers there is practically no artistic accompaniment outside half a dozen churches in London."

Such was the situation that, he explained, the union was out to remedy by communal hymn singing on artistic lines, and the musical committee of the union had drawn up for submission to the conference, which would be held in the Kursaal and the two halls of the Hotel de Ville, a number of hymns set to folk tunes for use in churches. They were a Church body, but they invited all who were interested in church music and dances to attend the conference, which was the first of its kind ever held. The speakers would include the Rev. E. J. Hawkins, of St. Paul's Cathedral; Dr. J. E. Borland, late musical adviser to the London County Council; Mr. Harvey Grace, editor of the "Musical Times"; Mr. G. T. Thalben-Ball, organist of the Temple Church; and Dr. Porritt, of Liverpool University.

Notes, said Mr. Pettman, would be taken upon the merits of a large number of folk tunes for inclusion in a book which it was proposed to publish.

On Whit Monday afternoon the delegates, numbering between 1,400 and 1,500, would sing in the open at Bruges, while in the evening a special choir of 300 mixed voices from England, conducted by Sir Henry Coward, would sing Stanford's "Revenge," accompanied by the Kursaal orchestra. It was hoped that a well-known British statesman would be present on that occasion.

THE "ORPHAN" QUOTATION.

The controversy over the quotation "I expect to pass through this world but once etc.," seems well started. Like others, the present writer was under the impression that Marcus Aurelius was the author. But he does not presume to be positive. How many familiar quotations there are however, about which we are all at sea. Several years ago there was quite a violent dispute in a Shanghai paper as to how this saying should end: "There but for the grace of God, goes—." Who will supply the missing name? Frankly, we have forgotten. Again, does anyone know who wrote the Te Deum? Nine persons out of ten, if asked to place the quotation, "God tempests the wind to the shorn lamb" will confidently but quite erroneously reply the Bible. Then there are what might be called "apocryphal" quotations and similar inventions which have all the rank of true history. Actually, we believe, there is no older authority than Lewis Carroll for the myth that Cheshire cats grin; the Cheshire people themselves cannot tell you of any, though their shops are full of brass effigies of the beast. The very expressive word "galumph," which ought to appear in the Oxford Dictionary, if it doesn't, was a pure invention of Lewis Carroll's again. And any number of people will swear that Dr. Johnson said, "Sir, let us take a walk down Fleet Street." Very likely he did. But there is no record thereof, and the sentence which used to adorn the cover of "Longman's" was invented by some one in the office, as appropriate to the magazine, and having a fine Johnsonian ring about it.

The Tailors and Garment Workers' Union have decided to end the national agreements between the union and the employers' federations which affect about 200,000 people.

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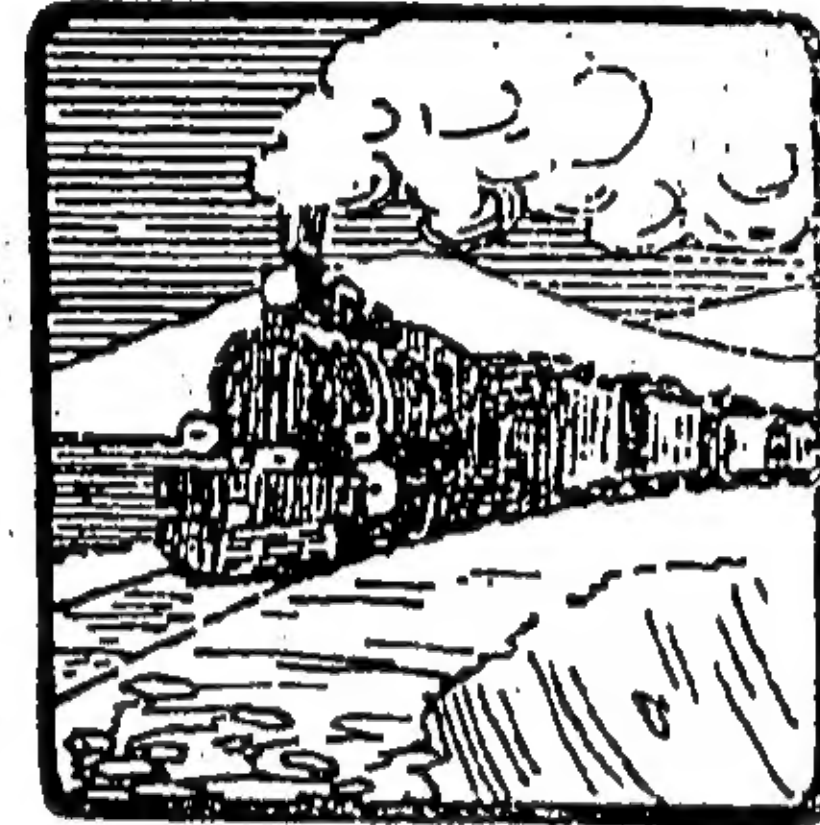
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"How did you sleep?
You certainly look fine!"

A physician writes in the "General Practitioner":
"The insomnia of long duration had produced great debility; treatment of every kind had no result. Sanatogen, two teaspoonfuls, thrice daily, was prescribed and at the end of a fortnight the improvement was marked & sleep was normal."

She: "How did I sleep?—If I look the way I feel, you ought to see that I slept like a babe. Do you know, nowadays, I simply love life the whole long day, from the time I get up to the time I go to bed."

He: "Well, you look as fresh as a rosebud—and that is flattering language between an old married couple."

She: "Thank you. And you sleep better yourself. What a wonderful change Sanatogen has made in both of us. Like the flow of new life through one's veins."

Sanatogen infuses into the cells of blood and nerves exactly those elements—phosphorus and albumin—from which bodily health and nerve strength are derived. Over 24,000 physicians have written enthusiastic letters about the success they obtained with Sanatogen.

SANATOGEN
The True Tonic-Food

When you sleep badly, when your nerves are upset, then try Sanatogen for a few weeks, and feel the wonderful difference in your own health. Obtainable at all chemists and stores.

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China Mail

ESTABLISHED
1845

HONG KONG, TUESDAY, MAY 15, 1928.

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Lee Yee. Ah Yau—(Peak Tram Station).
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LONDON SERVICE.

"PATROCLUS" 16th May Marseilles, London, P'dam, Hull & Glasgow
"MENELAUS" 20th May Marseilles, London, Rotterdam & Hamburg
"ANTENOR" 18th June Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"ORENTES" 20th May Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KORE & YOKOHAMA" 31st May Victoria, Vancouver & Seattle
"TYNDAREUS" 22nd June Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ADRIANUS" 4th June Boston, New York & Baltimore
"HELENUS" 20th June Boston, New York & Baltimore

PASSENGER SERVICE.

"PATROCLUS" 16th May Singapore, Marseilles & London
"ANTENOR" 18th June Singapore, Marseilles & London

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"ADRIANUS" 16th May Shanghai & Hankow
"HELENUS" 18th May Shanghai, Kobe & Yokohama

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POST OFFICE NOTICE.

The Postal Service to Swabue & neighbouring places has now been resumed.

INWARD MAILS.

From	For
Canada, U.S.A., Japan and Shanghai	15. Empress of Asia
Shanghai and Europe via Siberia	Patroclus
WEDNESDAY, MAY 16.	
Straits	Kutsang
Japan	Hatipara
Shanghai and Swatow	Sinkiang
THURSDAY, MAY 17.	
Japan	Rakuyo Maru
Australia and Manila	Tango Maru
Europe via Negapatam (letters only, London 19th April)	Santhia
FRIDAY, MAY 18.	
Japan and Shanghai	Hakozaki Maru
SUNDAY, MAY 20.	
Europe via Negapatam (papers only, London, 19th April)	Mirzapore
TUESDAY, MAY 22.	
Japan	Mishima Maru
U.S.A., Honolulu, Japan and Shanghai	Taiyo Maru
Japan and Shanghai	Athos II
MONDAY, MAY 23.	
Straits	Kamo Maru

OUTWARD MAILS.

For	Per
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 4th June and Europe via Siberia	Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.
President Jefferson	4 p.m.
Sam Shui and Wuchow	Kwong Ying
Holhow	Soon Ann
WEDNESDAY, MAY 16.	
Halphong	Nanohang
Swatow, Amoy and Foochow	Hai Ning
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 18th June. K.P.O. Registration 9 a.m. Letters 10 a.m. G.P.O. Registration 9.45 a.m. Letters 10.30 a.m.	Patroclus
Swatow and Amoy	Haiyang
Fort Bayard	Tai Pao Sek
Java via Batavia	Tjisaroca
Manila	Empress of Asia
Bangkok	Dukat
THURSDAY, MAY 17.	
Holhow, Pakhol and Halphong	Teon
Amoy and Formosa and Swatow	Deli Maru
Swatow	Hydrangea
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th May. Parcels 6 p.m. Registration (May 18th) 9.45 a.m. Letters (May 18th) 10.30 a.m.	Tai Ping

*Correspondence bearing vessel's name only.

RUSSIANS IN INDIA.

Aviators On Way To Kabul.

'PLANE CRASHES.

Two Men Taken To Kohat And Detained.

Peshawar, Yesterday. An aeroplane crashed at Parachinar and was badly damaged. Two Russian occupants escaped unhurt. They spoke no English but were able with the assistance of maps to indicate their route which was from Tremez to Kabul. They went to Kohat where they were detained.—Reuter.

WRECKED CAR.

BUT NO REPORT TO POLICE.

The report of a motor car accident in the New Territories had reached Police Headquarters from Traffic Sergeant Tuckett who is stationed in that district.

According to the Sergeant, at 6.30 p.m., on April 13 whilst he was on motor cycle patrol at the railway bridge near Taipekau, he saw a wrecked motor car in a pond in the vicinity of the bridge. The car which was numbered 584, was registered in the name of Mr. E. D. Shank, of No. 9, Orient-building, Kowloon.

The pond was by the side of the road, to Fanling, and marks on the road indicated that the car had come from the direction of Fanling at a high speed and had swerved when it failed to take the turning underneath the railway bridge.

From inquiries the Sergeant made from people in the vicinity, the passengers in the car at the time of the accident were a European and a Chinese. Both were not injured and walked away from the scene of the accident.

The Sergeant's report added that the car was very badly damaged, and it ended by stating that no report of the accident had been made to the police by the owner of the car.

CHINESE WINE.

ONE WOMAN HELPS ANOTHER.

Senior Revenue Officer Watt this morning charged two Chinese women before Major C. Willson with the unlawful possession of two jars of dutiable Chinese wine in Connaught-road Central yesterday afternoon.

The first defendant, an aged crippled woman said that the wine was her property. The second defendant said that they were both passengers to Hong Kong on the s.s. "Kwongsi" and she carried the wine ashore as an act of kindness towards the old woman. She would not have done so had she not been ignorant of local regulations.

The S.R.O. told the Magistrate that the first defendant was a well-known figure on the waterfront. She was taking responsibility for the wine because she thought that being old and a cripple she would get off more lightly than her companion.

The Magistrate convicted both accused. The old woman was fined \$50 or four weeks, whilst the other was wuled in the sum of \$25, or, in default, two weeks' hard labour.

GOT \$25.

Luk Ko-ho, a married woman living at No. 38, Hollywood-road reported to the police yesterday afternoon, that a man who gave his name as Kwok Man, obtained \$25 from her on the pretext of getting a stall-holder's licence. A receipt was given to her for the money, but later when she made inquiries at the Hawkers' Licence Office at Police Headquarters she discovered that no application had been made for a licence in the name of Kwok Man.

A fold of the On Fat bicycle shop, No. 610, Shanghai-street, Yaumati, has reported to the police that at about 8 o'clock last night two Chinese youths hired from the shop two bicycles valued at \$25, and left after paying small deposits. They have not returned the machines since.

BANK OF ENGLAND.

Mr. Snowden Criticises Its Archaism.

"PUBLIC CORPORATION."

Suggests New Body Representing Finance, Labour, Etc.

London, Yesterday. In the House of Commons, Mr. Samuel, financial secretary to the Treasury, moved the second reading of the Currency and Bank-notes Bill, amalgamating cur-



rency notes with Bank of England notes as provided in the Budget.

Mr. P. Snowden moved an amendment withholding assent until investigation had been made of the constitution, powers and policy of the Bank of England in the light of modern developments in finance and industry.

He paid a tribute to the way the Bank of England discharged its powers but declared it was hampered by an archaic constitution. He favoured a public corporation on which financiers, industrialists, the Board of Trade, the co-operative movement and labour would be represented, and also urged implementing the Genoa Conference resolutions of 1922. He objected to fixing the fiduciary limit at £260,000,000 which would be insufficient to meet the legitimate expansion of industry or any exceptional but perfectly legitimate cause for an increase in currency notes.

The amendment was defeated by 229 votes to 101 and the bill read a second time.—Reuter.

AN AIR SAUNTER.

CASUAL TRIP OVER 40,000 MILES.

MILLIONAIRE & VALET.

London, Yesterday. The Dutch-American millionaire, Mr. Van Lear Black, left Croydon this morning in a hired Dutch Fokker monoplane. He took with him two pilots, a mechanic and a valet. He has set out on a 40,000-mile flight to Capetown, then to Tokyo, and back.

Dressed in an ordinary lounge suit and a trilby hat, Mr. Van Lear Black strolled to the aerodrome and mounted the machine casually as though taking a motor trip.

His plans are to visit the centres of industries in which he is interested. He travels via Cairo both ways, branching off from there on the return journey to China and Japan.—Reuter.

BATAVIA 'QUAKE.

ASHES SHOOT 70 FEET IN AIR.

VILLAGER KILLED.

Batavia, Yesterday. A violent earthquake occurred at Desas Imbar, followed by a volcanic eruption in the village of Timbang. Stones and ashes were shot 70 feet in the air and a stream of lava destroyed 14 houses. One villager was killed.—Reuter.

REACHES CALCUTTA.

D'OLIVIER MAKING GOOD PROGRESS.

Calcutta, Yesterday. Captain Pelletier D'Olivier, who is flying from Paris to Tokyo, has arrived here.—Reuter.

U.S. & BRITAIN.

New Arbitration Treaty.

UNDER DISCUSSION.

Draft Does Not Meet All Britain's Requirements.

London, Yesterday. In the House of Commons, in reply to questions, Sir A. Chamberlain said the draft arbitration treaty to replace the Anglo-American arbitration treaty expiring on June 4, and communicated by the United States Government, had not met the requirements of His Majesty's Government in all respects, and added that in view of the complexity of the questions involved and the necessity of consulting the Dominions' Governments, further time would be required before a decision could be reached.

It had been suggested to the Dominions' Governments, with the cognisance of the United States Government, that the present Root-Bryce Treaty should be temporarily extended, although there was a doubt whether the United States Senate would be able to consider the questions before their recess.—Reuter.

PREFERRED PEAK.

AND LIKED TRAVELLING CLOCKS.

When a Chinese was this morning charged before Mr. R. E. Lindsell with thefts at no fewer than eight Peak houses, it was stated that he had a partiality for travelling clocks.

The accused pleaded "guilty" to all the charges which covered a period of months, from March to date.

Chief Detective Inspector Murphy applied for a remand for the purpose of considering the making of an application for the accused's committal to the Criminal Sessions. He accused had a very bad criminal record. He had been banished from the Colony twice, but seemed determined to stay here. The C.D.I. requested a remand in police custody until Friday.

Mr. Lindsell inquired as to the action of the pawnbrokers who had taken the stolen properties in pawn.

The C.D.I. said that with two possible exceptions, he did not think that the police could prove gross negligence on the part of the pawn-brokers. Two of the clocks bore monograms, and the police would consider what action to take against the pawn-brokers who had taken these clocks in pawn.

A remand was given in police custody until Friday next.

TOLD TO RUN.

A sneak thief this morning pleaded "guilty" before Major C. Willson to a charge of snatching a handbag from a Chinese lady in Lee House-street yesterday afternoon.

The accused caused some merriment in Court, however, by adding that he did not personally snatch the bag from the lady. What happened was that another man stole the bag and handing it to him told him to run. As he had been only a couple of days in the Colony, he took the bag and ran as he was told to. He stopped as soon as a constable approached him.

The Magistrate convicted the accused on an alternate charge of receiving stolen property, and passed sentence of six months' hard labour and 20 strokes of the birch.

NO LICENCE.

A Chinese was this morning charged before Mr. R. E. Lindsell with driving a motor car belonging to the Dairy Farm on Mount Davis-road with a driver's licence and without the permission of the owners of the car. As the result of the accused's interference with the car, it was stated to have been damaged to the extent of \$15. The Magistrate imposed a fine of \$10 and ordered the accused to pay a further \$20 as damages. The alternative was a total of 20 days' hard labour.

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